This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

Y4.C73/2:C49/2

EXTENDING THE CIVILIAN PILOT TRAINING ACT OF 1939

STANFORD LIBRARY
MAR
13
1944
DOCUMENTS

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE UNITED STATES SENATE

SEVENTY-EIGHTH CONGRESS

SECOND SESSION

P104-26

ON

S. 1432

A BILL TO EXTEND THE CIVILIAN PILOT TRAINING ACT OF 1939

FEBRUARY 2 AND 3, 1944

Printed for the use of the Committee on Commerce

STANFORD LIBRARIES

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1944

94987

Digitized by Google

Digitized by Google

EXTENDING THE CIVILIAN PILOT TRAINING ACT OF 1939

WEDNESDAY, FEBRUARY 2, 1944

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,
Washington, D. C.

The subcommittee met at 10:30 a. m., pursuant to call, in the District of Columbia room, United States Capitol, Senator Pat McCarran presiding.

Present: Senator McCarran.

Also present (list of names furnished by interested persons in attendance will be found at pp. 8–10).

Senator MCCARRAN. Come to order.

To those who are assembled here this is a hearing on S. 1432, which is a bill to renew and continue the life of the Civilian Pilot Training Act under the Civil Aeronautics Authority Act. That program for civilian pilot training will expire very shortly unless it is revived and renewed and continued by law and unless appropriation is made for its continuation. Hence, we deemed it necessary to introduce thi bill.

We have requested those who are interested in civilian pilot training, which is the nucleus of this measure, to come here and express themselves as to what their experience has been in the past with the measure, and what they visualize as to the future and what, in their judgment, should be the result as regards the adoption of the bill by the Congress. It is to be recognized that unless this bill does go through, or some similar measure, there will be no appropriation made for civilian pilot training at the oncoming appropriation for the Commerce Department.

(S. 1432 is as follows:)

[S. 1432, 78th Cong., 1st sess.]

A BILL To extend the Civilian Pilot Training Act of 1939

Be it enacted by the Senate and House of Representatives of the United States of American in Congress assembled, That section 7 of the Civilian Pilot Training Act of 1939 is amended by striking out the date "July 1, 1944" in the second sentence of such section and inserting in lieu thereof the date "July 1, 1949".

Senator MCCARRAN. Mr. Hinckley, who for a number of years was Administrator of the Civil Aeronautics Authority, has a wide experience and has come here and we are going to ask him to open the hearings on S. 1432, giving such expressions as he sees fit for the guidance of the committee with reference to the continuation of the program under law.

Mr. Hinckley, will you kindly state your name and your official position, if any, at the present time, what you are engaged in at the present time?

Digitized by Google

STATEMENT OF ROBERT H. HINCKLEY, FORMER ASSISTANT SECRETARY OF COMMERCE FOR AIR

Mr. HINCKLEY. My name is Robert H. Hinckley. I am assistant to the president of the Sperry Corporation.

Senator MCCARRAN. Where is your residence?

Mr. HINCKLEY. New York.

Senator MCCARRAN. How long were you connected with the Civil Aeronautics Authority and in what capacity?

Mr. HINCKLEY. I was one of the charter members, one of the original members of the Civil Aeronautics Authority, taking the oath of office August 8, 1938, continuing in that capacity until April 1939, when I became Chairman of the Civil Aeronautics Authority, and continuing in that capacity until I became Assistant Secretary of Commerce for Air in July, I believe it was, Senator, in 1940. And I continued in that office until 1942, July 1, 1942.

Senator MCCARRAN. You may proceed with any statement that you may see fit to make with reference to this bill.

Mr. HINCKLEY. Thank you, Senator.

On April 20, 1939, testifying before the Senate Subcommittee on Aviation in behalf of S. 2119, the original civilian pilot training bill, I made the following statement:

> Aeronautically, America's salvation lies in building up an informed citizenry familiar with and versed in the everyday use of airplanes; a citizenry which will be the modern counterpart of those pioneer Americans who wrested their livelihood from the wilderness with the flintlocks which, in time of danger, they used to defend their homes against Indian depredations and foreign aggression. Such a program will increase the purchase of planes. It will increase employment in manufacturing plants, service depots, and airports. It will increase passenger traffic on the transport lines. This increase in private or peacetime flying activities will make possible an improved system of aeronautical research which will be accompanied by improved safety conditions. The manner in which we propose to carry on the program will increase safety factors above and beyond anything heretofore achieved by either private or public agencies.

Events since that time have only served to strengthen my belief that an air-conditioned population is essential for America, and I am still making substantially the same sepech. I shall continue to make this same speech until I am satisfied that, as a nation, we are prepared for life in a three-dimensional world. I say this because, even now, when I talk about pilot training in the high schools and colleges, people ask, "What will we do with any such astronomical number of pilots? Pilots will be a dime a dozen after this war. Why do you want to train more?"

These questions reveal the fact that people just don't understand what I mean when I talk about "air-conditioning." It means exactly what is says: conditioning people to the air, just as the people of the South Sea islands are conditioned to the water, that other strange element to man. Any one of those island people would not be able to participate in the social or economic life around him if he were not completely at home in the water.

It is my conviction that in order to be competent to participate in the social, economic, and political aspects of life in a three-dimensional world, our people must be at home in the air, and they cannot be at home in the air until they know how to fly and become accustomed to using the airplane in their everyday lives. This means that we must

Digitized by Google

make it easy for people to learn to fly and easy to continue to fly after they have learned; that we must increase the private airplane's utility to the ordinary citizen; that we must exert every effort toward making private flying safe enough to attract even the most timid. In short, we must make it useful, safe and easy for people to fly, and I have what I call the use program for reaching that objective. This program consists of four principal items: (1) Mass aviation education; (2) development of landing areas and navigational aids; (3) wise regulations; and (4) research, human and technical. My testimony today will concern itself with the first of these, mass aviation education.

When the civilian pilot training program was undertaken, there were no guaranties of results. It happens that most of the results have so far been reaped in the form of contributions to our war effort. But, in the beginning, we did not know whether war would come abroad or here or when war would come, if at all. We did not know how many pilots would be needed by the armed forces. We did know, however, that large numbers of military pilots would be needed, and that pilot training would make men and women more efficient at a hundred and one jobs other than piloting. We did know that the airplane was a new and extremely important instrument at the disposal of man and that familiarity with it was a valuable asset for anyone to have, in war or in peace.

Today we are in the same situation except that, instead of facing the possibility of war, we face the certainty of peace in a far different kind of world than we have ever known before—a three-dimensional world. Only truly air-conditioned people know and understand that the world has become a neighborhood, a world on which the most distant spot is only 60 hours away. In that kind of a world, a nation of fliers is the best protection in time of war and in time of peace. No aggressor nation would dare attack a nation of fliers, a nation really equipped to live in a three-dimensional world.

We have at hand a program for making a nation of fliers, a program which has proved its worth; an efficient, going concern that can step in almost at a minute's notice to begin again its work in the air-conditioning process. We should not allow that mechanism to disintegrate. We should not allow the skills of its personnel or its facilities to go unused.

The air-conditioning process is a continuing necessity, in war, in peace, in depression, in prosperity. Children continue to be born, about two-and-a-half million of them every year. The high schools continue to operate, normally with about 7,000,000 students every year. A new crop of citizens to be air-conditioned presents itself each year, regardless of economic, social, or political conditions, and our present high-school students offer a challenge to the air-conditioners.

The existing organization of flight operators, schools and administrative personnel could well be used to begin at once on the high school age group. This is not a new idea. The Civil Aeronautics Administration conducted an experimental flight training program in 22 selected high schools over the country, and that experiment proved conclusively that high-school students, trained in a properly controlled course, can fly just as well and just as safely as their older brothers in the colleges.

Digitized by Google

There is no sound reason for excluding high-school students from flight training; indeed, there is every reason for beginning flight training there, because, as you know, the best way to teach people anything is to catch them young and tell them everything. It was not done this way in the beginning, because the war clouds were beginning to appear on the horizon, and it was deemed advisable to concentrate at first on imparting flying skills to the age group which would be most directly affected if war came. Over 14,000 of the Nation's 28,000 high schools are now conducting courses in pre-flight education and, just as students are required to take practical laboratory courses in chemistry, physics, and biology, so should they take laboratory courses in aviation. This means flight training. In this way the present organization could and should be continued until peace returns, when operations can go ahead on an all-out basis in high schools and colleges.

Provision must be made for continuing and expanding the civilian pilot training program on the college level to include every college willing to meet its responsibility of making aviation knowledge available to all those who wish to learn about it and who may have missed it in high school, for no matter what profession or occupation they may enter, be they farmers, salesmen, real-estate dealers, military or naval officers, or anything else, if they know how to fly, they will be able to discharge their duties more effectively.

In this connection I was interested in reading the other day that one of our C. P. T. boys, in the Army but not in the Air Forces, was awarded the Distinguished Service Cross. Let me quote from his citation:

> For extraordinary heroism in action. During the assault phase of the landing * * * Sicily, on * * * July 1943, Lieutenant Cummings, battalion artillery officer, took off in a Piper Cub plane in advance of the required time and, under incessant fire, from an improvised runway on the deck of an LST, with utter disregard for personal safety, to spot and report positions of enemy artillery then laying highly effective fire on beaches being used to land elements of the armed forces. In addition, he located and reported the progress of our front line to the force commander. Lieutenant Cummings landed on a coastal roadway near our armed forces, refueled from vehicles, and again took to the air to continue his mission. Lieutenant Cummings' initiative, resourcefulness, and extraordinary bravery under fire to accomplish an urgent mission contributed materially to the success of the operation. The distinguished service rendered by Lieutenant Cummings reflects the finest traditions of the military service.

I am told that this boy literally saved thousands of his comrades' lives. He, himself, has written home that the lives of comrades that he saved meant more to him than if he had been able to take a German division single-handed. That accomplishment alone, in my opinion, is worth every dollar that was ever spent on C. P. T. because it saved the lives of our boys. .This was a young man who, because he knew how to fly, was able to discharge his duties more effectively. He knew how to fly because his Government had ventured a little money for his flight training. He was able to save the lives of thousands of his comrades because his Government was farsighted enough to appropriate funds for this purpose.

I like to call the money spent by the people of the United States on aviation training "venture money" and not a subsidy. The use of Government money for such a program is not a subsidy any more than the use of a business concern's funds for expanding, developing, and conducting research is a subsidy. In Government, as in business, it

Digitized by Google

is actually an investment—an investment in people for all the people. As a result of this Government investment, the country had a large reservoir of trained people, people whose aviation skills were to be of the greatest possible usefulness to their country in the time of its most urgent need. That investment has paid great dividends, and it will continue to pay dividends in the future; dividends in the pursuit of peace and commerce and in better living conditions in a better world.

The air-conditioning process is much too big a program for any one agency to handle alone. The Government cannot do it alone; the schools can't do it alone; and the private interests in aviation can't do it alone. This program for a nation of fliers, an air-conditioned population, requires teamwork—teamwork among governmental, educational, and business agencies.

Senator McCARRAN. Are there any questions from anyone present? Let me say that I hope those who are here, and I know many of you are here at a great inconvenience, will not hesitate to propound a question to anyone who presents a statement to the committee.

Mr. Hinckley, we are exceedingly grateful to you for coming before the committee and giving us your views that are so well founded on a long and tried experience.

Thank you very much.

Let me say to those who are here, and some are here from a considerable distance and great inconvenience, that this committee is going to sit during the entire day and tomorrow, and we will try to move along so you may be heard, move along just as rapidly as possible.

We have here Dr. Raymond Walters, president of the University of Cincinnati. Dr. Walters, if you care to be heard, we will be glad to hear you.

STATEMENT OF DR. RAYMOND WALTERS, PRESIDENT OF THE UNIVERSITY OF CINCINNATI

Dr. WALTERS. Mr. Chairman, members of the Senate committee, it was my great pleasure to accept your very nice invitation by telegram to come here today. I am speaking extemporaneously, having made no special preparation.

I shall begin, by reading the resolution which I had the honor to present at the meeting of the Association of American Colleges held in Cincinnati, Ohio, in January. It was one of the largest meetings in the history of the association, with about 600 representatives attending. I presented this resolution, which I shall read:

Whereas it is to the national interest to preserve the existing organization of colleges and flight operators conducting Civil Aeronautics Administration War Training Service programs; and

Whereas the programs should be extended beyond the cessation of hostilities so that there will be a continuing reservoir of trained pilots available at all times; and

Whereas the present Civil Pilot Training Act of 1939 expires on June 30, 1944: Therefore, be it

Resolved, That the present program being conducted by the United States Government be continued for the duration of the war, and that the program be continued after the cessation of hostilities as an Air Reserve Training Corps, and that the Civil Pilot Training Act of 1939, as amended, be further amended to extend the life thereof.

Digitized by Google

That this resolution received wide approval. In accordance with association practice, it was presented to the resolutions committee, then referred to the executive committee. The executive committee passed it and, as chairman of the aviation committee of the Association of American Colleges I present it to you today.

And now, if I may make a few words on my own part.

Senator McCARRAN. Before you do that, may I ask a question?

Mr. WALTERS. Yes, indeed.

Senator McCARRAN. The Association of American Colleges consists of about how many institutions represented?

Mr. WALTERS. It includes about 600 or 700 colleges throughout the United States.

Senator McCARRAN. It covers the United States pretty largely?

Mr. WALTERS. Yes; from Maine to Florida, and the State of Washington to California. The association includes independent colleges of arts and sciences and likewise the liberal arts colleges of the large universities. For example, President Conant of Harvard is a member of the executive committee of the association.

Senator McCARRAN. Thank you. Now proceed.

Mr. WALTERS. I strongly favor the continuance of the civilian pilot training program as a safeguard for the Nation in the future. Now that future, is going to be governed and bound up very materially with aviation. Airplanes are going to play an enormous part, it seems to me, in the preparation for war and avoidance of war if we are well prepared, and, likewise, for the peacetime progress of the Nation.

Colleges and universities are concerned in this only from the viewpoint of public service. And I am sure that I and my colleagues of other institutions, come before you not in any sense as advocating the program for our institution—itself. It is advantageous. But I do wish to make clear our thought that this is for the national good.

That is my broad consideration. It is based on experience at our own university at Cincinnati. More than a decade ago in the college of engineering and commerce there, which you may know was the first cooperative course of engineering technology in the United States, established by Dean Herman Schneider, the plan had always been to have a broad course in engineering, civil, mechanical, electrical, chemical engineering, not a variety of courses. But Dean Schneider, who was one of the greatest engineering educators of his day, and all of us there, came to the conclusion that aeronautical engineering was so vital that it should be introduced. More than 10 years ago we started that course.

In 1939, the university, as did many other institutions, entered into the civilian pilot plan, and from 1939 until July 1942 we had six programs of the C. P. T., with a total of 161 students. They used to get 35 hours of flying and 72 hours of ground school training while attending the university.

Then, from July 1942 to March 1943 we had three programs, with 90 students. This was a full-time program. And the experience was very good.

Yesterday, when I received Senator McCarran's telegram, I brought together a group of them, Dean Gowdy of our college of engineering and commerce, Bradley Jones of the aeronautical engineering program, and others of the war training program, asked them whether they joined me heartily in this. They said, without reservation, that they

Digitized by Google

did. I cite that as the instance of one rather well-known engineering college which has had this experience.

The Army and Navy have done a grand job. It was my privilege in 1935, as college inspector for the Association of American Universities, to inspect the United States Military Academy at West Point and United States Naval Academy at Annapolis.

I am familiar with what is being done at the Military Academy and at the Naval Academy, not only at that time, but on other occasions. It is an admirable work. I take off my hat to those splendid institutions. But I would venture to point this out, that it is not within the proper province of either the Military Academy or the Naval Academy to do research work, to make the advances in science, in physics, in mathematics, in chemistry, in metallurgy, upon which our whole industrial program rests and our great technological achievements of the United States have been built. That is the work of the university graduate schools in physics, chemistry, and the other sciences. And every industrial laboratory, and there are over 200 of them in the United States, in industries, gets its material from just those graduate schools. Men trained there. They lean very heavily upon the universities. Now, the point I am making is it is fine and admirable, as has been testified here this morning, to have this training upon the basis of a utility, of expertness and skill such as may even be given in high schools. We have got to get them young, to get these skills, but beyond that there is the know-how, the technical know-how, the scientific understanding of these deeper problems, that a university and college faculty does afford. And I submit this to you of the committee, that there is an advantage in having aviation taught, and the pilots being trained in the atmosphere where science rules and where inquiry is dominant.

Therefore, I feel the training which these college students are getting comes with great advantage for the exceptional man who will devise improvements, who will better this whole thing so that we shall continue to be the admiration of the world on technological lines. I think it is safe to say that American engineering schools and institutes of technology have been second to none in the world in their achievements. And our colleges, likewise, have had sound training in sciences which supply the graduate schools, the technical schools, so it is an intricate and complicated but very valuable thing that has been built up. And by taking practical advantage of this, I think that the Government would gain a great deal, that the national good would be served, Mr. Chairman, by a continuance.

Senator McCARRAN. Doctor, we thank you very much. We thank you for being here. We appreciate your fine expressions.

Senator Thomas, do you care to say anything?

Senator THOMAS. No; not at this time.

Senator McCARRAN. Congressman Boren, do you wish to say anything?

Congressman BOREN. Yes.

STATEMENT OF CONGRESSMAN LYLE H. BOREN

Congressman BOREN. Mr. Chairman, Senators, and gentlemen, I do come here to urge expeditious passage of this measure. I am a member of the Aviation Subcommittee, and a ranking Democrat.

Digitized by Google

The House Interstate and Foreign Commerce Committee participated in the passage of the legislation that originally created the C. P. T. program, and it has been one of the measures that I have had the greatest pride in, Senator, and the great value it has been to the country in self-evident.

Over in the House we have the companion measure presented to our committee by a member of the House committee, Mr. Harless from Arizona. We hope to take it over there very soon, as quick as the calendar of our committee permits. I have just come here today to urge the Senate committee to act favorably on it and to outrun us, if they can, in its passage. I think you are rendering a great service in presenting this issue, Senator McCarran. I don't think you and I need to discuss the merits of the measure. It is ably presented by the delegations throughout the country. But as a Member of Congress who has been thoroughly familiar with aviation problems on the House side since the beginning of the C. P. T. and the Civil Aeronautics Act, I did want to come here and say I am anxious to see this measure come out promptly, and that I am mighty glad to see that you, Mr. Chairman, are behind this measure to get it out, and there are some other gentlemen from our State that I hope the committee will find time to hear briefly in the course of their procedure. I want to mention names only.

Senator McCARRAN. We will be glad to hear them.

Congressman BOREN. Mr. Clarence Rawls, of Tishomingo, a former member of the legislature. It is the capital city of the Chickasaw Nation.

Also here today is Mr. John Malone, secretary of the Chamber of Commerce of Shawnee, Okla., where one of these units operate. I hope, before the deliberations of the committee are over, those two gentlemen will be called to the stand. I am 1,000 percent for your measure and am anxious to do what I can to help put it through.

Senator McCARRAN. Thank you, Congressman. Now, gentlemen, there will be passed among you cards. Will you kindly write on the card that is presented to you, your name, your place of residence, and your institution or organization that you may represent. If you represent no particular organization, that is all right. But if you represent an organization or institution, kindly insert that on the card. We think that is the fastest way to get a roll of those who are in attendance here today.

(The cards turned in are as follows:)

Acker, Steadham, airport manager, municipal airport, Birmingham, Ala.

Ailor, Howard T., Aircraft Services Consolidated, operator, Navy, Civil Aeronautics Administration, War Training Service.

Bancroft, Roscoe B., 1148 Hartzell Street, Pacific Palisades, Calif. (California Institutions, observer).

Barlow, Dr. Howard W., head, department of aeronautical engineering, Agricultural and Mechanical College of Texas; director, Fourth Civil Aeronautics Administration Region, National Association of Colleges and Universities in Aviation Training (Texas, Louisiana, Arkansas, Oklahoma, New Mexico), College Station, Tex.

Bircher, Richard, representing community of Gettysburg, Gettysburg College, and Gettysburg Airport, Gettysburg, Pa.

Bowman, Leslie H., chairman of the board, National Aviation Trades Association (offices in Kansas City and Washington); president, Aircraft Sales Co. and Fort Worth Aviation School, Fort Worth, Tex.

Brinckerhoff, George C., College Park, Md.

Digitized by Google

Brown, Carroll R., 313 Luhrs Building, Phoenix, Ariz., certified public accountant, auditor for 14 Army and Navy war training course air schools.
Broyles, J. W., president, West Virginia Wesleyan College, Buckhannon, W. Va.
Burgess, George W., Department of Commerce, Washington, D. C.
Burden, William A. M., special aviation assistant to the Secretary of Commerce, Washington, D. C.
Butler, H. D., Jr., manager, University of Georgia School of Aviation, Inc., Athens, Ga.
Caldwell, Harmon W., president, University of Georgia, Athens, Ga.
Colvert, C. C., dean, Northeast Junior College of Louisiana State University; past president, American Association Junior Colleges; aviation commander, American Association Junior Colleges; vice director, Fourth Region, United States Coordinator of Civil Aeronautics Administration War Training Service; coordinator of local college, Civil Aeronautics Administration War Training Service; Monroe, La.
Croson, Thomas R., representing the colleges and universities of region 7 (Idaho, Washington, Oregon, and Montana), Lewiston, Idaho.
Cummings, James E., representing the National Catholic Educational Association, 1312 Massachusetts Avenue NW., Washington, D. C.
Davey, Fred H., Aero Insurance Underwriters, 111 John Street, New York, N. Y., 10 Holder Place, Forest Hills, N. Y.
Distler, Dr. Theodore A., president, Franklin and Marshall College, secretary, Pennsylvania College Presidents Association, Lancaster, Pa.
Doughtie, V. L., University of Texas, Austin, Tex.
Eells, Walter Crosby, Executive secretary, American Association of Junior Colleges, 1201 Nineteenth Street NW, Washington, D. C.
Elliott, Edward C., president, Purdue University, La Fayette, Ind.
Elliott, Roy W., comptroller, Municipal University of Wichita; Director, region 5; cochairman, national committee, Association of Colleges and Universities in Aviation Training, Wichita, Kans.
Fox, Herbert, ex director, Tennessee Bureau of Aeronautics, wing commander, Civil Air Patrol, Nashville, Tenn.
Godske, Carlyle, chairman, aeronautics committee, the American Legion, Racine, Wis.
Irvine, W. Bay, dean, Marietta College, Marietta, Ohio.
Kivette, Commander F. N., Assistant Director, Aviation Training, Deputy Chief of Naval Operations (Air), Navy Department, Washington, D. C.
Klein, Frederic S., Lancaster, Pa., member of faculty, Franklin and Marshall College, representing Association of Civil Aeronautics Administration War Training Service Coordinators in Region 1, as president.
Koch, John C., State Teachers College, Bloomsburg, Pa.
Krissman, H., 3219 Catalpa Avenue, Chicago, Ill., Business: Turgeon Flying Service, Inc., Sky Harbor Airport, Northbrook, Ill.
Malone, John S., manager, chamber of commerce, Shawnee, Okla. (at Oklahoma Baptist University).
Mooney, C. R., assistant to the president, Parks Air College, East St. Louis, Ill. representing, as chairman, legislative committee, National Aviation Trade Association, 214 East Armorn Boulvard, Kansas City, Mo.
Morris, John P., Director, War Training Service, Civil Aeronautics Administration, Washington, D. C.
Nelson, W. L. Jack, 114 West Leland, Chevy Chase, Md. (Civil Aeronautics Administration).
Oakley, Bert T., assistant to Robert H. Hinckley, executive, the Sperry Corporation of New York City, Jackson Heights, N. Y.
Ong, William A., Ong Aircraft Corporation, Rockhurst College, University of Kansas, Kansas State College, Kansas City, Mo.
Rawls, Clarence E., of Ada Flying Service, Ada, Okla., representing Oklahoma Flight Operators Association.
Redding, W. P., treasurer, National Aeronautics Association; Washington representative, Denver, Colo., Chamber of Commerce.
Ringers, Joseph, business manager, Aircraft Services Consolidated, Bloomsburg, Airport, Bloomsburg, Pa.
Rooney, Rev. Edward B., S. J., 45 East Seventy-eighth Street, New York, N. Y.
Schroeder, Leslie L., commissioner of aeronautics, State of Minnesota, Minneapolis, Minn., representing State of Minnesota, Department of Aeronautics, and State aviation officials.

Digitized by Google

Singletary, R. A., manager, Government relations division, chamber of commerce, Oklahoma City, Okla., Washington address, Room 326, Senate Office Building, care of Senator Elmer Thomas of Oklahoma.
Snyder, Roy D., State Teachers College, Bloomsburg, Pa.
Stewart, R. McLean, Executive Director of Training, Civil Aeronautics Administration, Department of Commerce.
Stewart, J. Wayde, Stewart Airport, Parkersburg, W. Va.
Stone, D. F., Coordinator, Civil Aeronautics Administration War Training Service, and head, physics and aeronautic departments, Phoenix Junior College, Phoenix, Ariz.; regional director, Association of Colleges and Universities in Aviation Training (sixth region).
Swenson, Lowell H., manager, National Aeronautics Association, Washington, D. C.
Turner, Col. Roscoe, president, National Aviation Trade Association and Roscoe Turner Aeronautical Corporation, Indianapolis, Ind.
Walter, Dr. Raymond, president, University of Cincinnati, Cincinnati, Ohio, representing Association of American Colleges.
Wilson, John H., Rural Free Delivery 3, Lockport, Ill., executive director, National Aviation Trades (formerly Training Association), 214 East Armour Boulevard, Kansas City, Mo.
Yeats, Rev. Leo J., S. J., Coordinator Civil Aeronautics Administration War Training Service, Gonzaga University, Spokane, Wash.

Senator McCARRAN. We have with us Dr. Edward C. Elliott, president of Purdue University, and a member of the Association of American Colleges. We would like to hear from Dr. Elliott at this time.

Dr. ELLIOTT. Thank you.

STATEMENT OF DR. EDWARD C. ELLIOTT, PRESIDENT, PURDUE UNIVERSITY, LA FAYETTE, IND.

Dr. ELLIOTT. Mr. Chairman and genltemen, I was requested to serve, as I might say, as a minor exhibit this morning. My name is Edward C. Elliott. For the past 22 years I have been president of Purdue University. Purdue University is a land-grant college. It has been operating the last 70 years. As such institution, it has devoted itself principally to the application of science, agriculture, and to industry.

In any estimation, such an institution renders its principal service by being a good profit. And in this instance, the university did endeavor to serve at such a profit by setting up its own airport 14 years ago, being convinced as we were that the world was going to be a three-dimensional world as has been referred to, and that the university would be called upon for scientific service in the development of the new aviation industry.

When the work of the Civil Aeronautics Authority began in 1939, I think I am correct that we were among the first of the institutions in which this training program, made by this agency, was applied. It will be interesting to you, Mr. Chairman, to have entered in the record that from February 16, 1939, down to July 1, 1942, a total of 568 pilots were trained at that one airport. Between July 1, 1942, to January 1, 1944, under auspices of the Army and Navy, 599 more students were placed in training for service in the armed forces. At the present time, 331 of these students have been trained for service with the Army or Navy and especially to serve as instructors for flight.

We are, I think, proud of the part that we have had in this. And my main point, Mr. Chairman, is that what we have accomplished could not have been accomplished had it not been for the existence

Digitized by Google

and for the official and personal influence of the Civil Aeronautics Authority. We have asked for no help particularly. We have developed our own airport. We have managed, by ways known to university executives, to get money. I suppose we have spent half a million dollars in developing the plant. We should like to look forward to the complete utilization of that plant.

I see a distinct relationship between the service that can be performed by these so-called land-grant colleges to aviation as has been rendered to agriculture. These institutions were set up in the first instance to serve the great cause of agriculture. I think it is something more than a mere whim to say that aviation is going to be just as important to the Nation in years to come as was agriculture in the last two generations. And so, that speaking for one institution, we are determined, first, to provide ways and means whereby youth may have the opportunity for being trained in the air. Secondly, we are determined to serve our people. In my own State there are now somewhere between 25 and 50 communities giving consideration to the establishment of their own airports. Where are they going to get counsel, advice, practical and scientific, unless some agency exists within the State to do that? If and when these airports are established, are people in the habit of turning to the university for the kind of assistance they must have? But probably most important of all, and as Dr. Walters said in this place a moment ago, we are a scientific, research agency. And we pretend or will pretend to train people for service in the industry itself and for training in that fundamental science upon which ultimately the industry is dependent.

I think I state the opinion of the university leaders in the Middle West, Mr. Chairman, when I say we hope this measure, S. 1432, will be enacted in order that the Civil Aeronautics Authority may continue to operate as a stimulant throughout the country for the development of the facilities for the personnel and for the science that will be needed if American aviation is to maintain its supremacy.

Speaking for my own institution, I hope we are going to continue to have the assistance of the C. A. A. in order that the people of the Hoosier land may be just as much at home in the air in the next generation as they have been at home on the land the last generation. Without this authority, this powerful industry, the university would not be in existence at the present time, sir.

Senator McCARRAN. Thank you, Doctor. Thank you very much. We appreciate you being here and appreciate your expressions.

We have with us Dr. Everett Needham Case of Colgate University, who is a member of the Association of American Colleges, aviation committee. Dr. Case, would you like to come forward?

Dr. CASE. Thank you, Senator.

Senator McCARRAN. Thank you, Dr. Case, we are very glad to see you.

Dr. CASE. I am happy to be here, sir.

STATEMENT OF DR. EVERETT NEEDHAM CASE

Senator, I have prepared a brief statement for the record in order to save time; if it is satisfactory to you I will be glad to turn it in for the record.

Senator McCARRAN. Very well.

Digitized by Google

Dr. CASE. And speaking very briefly on one or two points.

Senator MCCARRAN. That will be very satisfactory.

Dr. CASE. Senator McCarran and gentlemen, my name is Everett Case and my home is in Van Hornesville, Herkimer County, N. Y. I represent the colleges and universities in region I. As president of Colgate University, situated in Hamilton, N. Y., I have had some experience with a civil aviation training program which was instituted at the University in 1940. Although it was first established during the administration of my predecessor, Dr. Cutten, I had some part in its successful transformation into a unit of the C. A. A. War Training Service, a unit whose facilities for flight training and ground-school instruction have, for the past year and a half, been used exclusively for the training of naval aviation cadets. I have watched with satisfaction the various steps by which the efficiency of the program has been stepped up to meet the urgent needs of the war.

Operating today at the peak of its efficiency, the Colgate unit—now supervised by resident naval officers and occupying the whole of one university dormitory, is instructed by 18 members of our faculty in navigation, aerology, principles of flight, and other ground-school subjects. At the airport, leased by the university and operated by the Colgate-Benson Flying Service, 18 flight instructors, and 16 mechanics and helpers, and 37 planes have been assembled to afford each cadet the 40 to 60 hours of expert instruction and solo flying required in the initial phases of his training. Most of the instructors, many of whom are Army and Navy reservists, are themselves graduates of the civil aviation training program. Some of the planes are furnished by the private operators and others have been made available through Government cooperation. In general, however, existing facilities have been used for the training, housing, and feeding of these cadets. The cost to the Government has been limited accordingly, and has typically involved no new capital outlays.

I have always looked upon this program as an example of American foresight and enterprise at its best—an enterprise representing successful collaboration between private operators who invested their skill and their capital, educational institutions which provided living and instructional facilities—and in time of peace an admirable reservoir of young men ambitious to become pilots, and the Government which aided in defraying the costs of operation. In time of peace, it is worth noting, this public aid was tantamount to the provision of scholarships, available to qualified young men only, and withdrawn the moment that a candidate was found to lack the necessary qualifications.

Thanks to this cooperative enterprise, an economical and effective program for weeding out the unfit, and providing for the rest the necessary combination of ground school and initial flight instruction, had take shape even before our entry into the war. It had taken shape not only at Colgate but at hundreds of other colleges and universities throughout the country. Indispensable for the development of civil aviation, the program quickly demonstrated its military value in the critical months following Pearl Harbor.

But for the foresight of Congress in establishing the civil pilot-training program when it did, the acute shortage of trained pilots and qualified instructors which our armed forces had to overcome in building their present aviation program must have been magnified to an alarming degree. Although the C. A. A. program had been operating

Digitized by Google

for little more than 2 years prior to Pearl Harbor, it had already trained and licensed, I am told, approximately 70,000 young men as pilots and at least as many others as ground crew and mechanics. As it was, the armed forces found immediate use for these men, some for further intensive training as combat pilots, others for service as instructors. They found immediate use, too, for the training facilities which happily could be made immediately available.

It is easy, but perhaps unprofitable, to speculate on the delays and difficulties which were thus averted at a moment of national crisis. Certainly one can say, without fear of overstatement, that many precious months were saved and that the gigantic program of training young men for the Army and Navy air arms was enormously accelerated by the availability of these men and facilities. It meant the discovery of a fresh supply of seed corn and plowed fields at a moment when the harvest so urgently needed was threatened by the critical scarcity of both.

Let us look for a moment beyond this initial contribution. In 1943, the C. A. A. War Training Service, with units at some 300 colleges and universities, trained more than 200,000 young men as pilots. These young men without exception were members of Army Air Force or naval aviation personnel, destined for advanced training at some designated service base. By the close of the year, some 7,500 airplanes were being used in this C. A. A.-W. T. S. phase of our Army and Navy training; and many thousands of instructors, ground school and flight, had been mobilized and trained for their respective jobs. This represents no inconsiderable investment of men, of skill, and of money.

Today, thanks to the prodigious energy with which the armed forces have built up their aviation training facilities, we are told that these civil aviation facilities are no longer needed for war training. I am not here to dispute that statement, for certainly the record demonstrates that the Army and Navy training authorities know what they are about. I can understand, too, why they might prefer to use their own facilities exclusively, once satisfied that these are adequate. Were no other factors involved, participants in the C. A. A. program might well be content to be relieved of their arduous war assignment, happy in the knowledge that they had been of service.

But that is by no means the whole story. With all able-bodied young men over 18 properly destined for military service, the colleges no longer have any great reservoirs of qualified civilians available for training. Except as younger men can be given their initial pilot training, their facilities may consequently be left idle and their skilled instructors dispersed. Thus, the liquidation now of the C. A. A. War Training Service seriously threatens the future of a program which has just demonstrated its importance in time of war, and promises to be of the first importance after the victory has been won. And that, it seems to me, is a matter of general concern.

The colleges, it will be said, have a selfish interest in the continuation of the program. That I concede. If nothing else were at stake, and especially if that interest can be shown to stand in the way of the effective prosecution of the war, I, for one, should be content to see it disregarded. Apparently, however, the program is to be liquidated not because its effectiveness is challenged, but primarily because adequate facilities are now available without it. If this be true, it is fair

94987—44——2

Digitized by Google

to ask whether the loss from a broadly national standpoint does not exceed any possible gains.

This much at least is clear. Whether one examines the record of the C. A. A. War Training Service from the angle of efficiency, of safety, or of economy, it will bear the most critical scrutiny. No one disputes, I think, the high character of the service it has rendered as an integral part of the military aviation training program. By continuing to make use of these facilities on a constantly more effective basis, the armed forces would be helping incidentally to keep alive centers of aviation training which are strategically situated to play their part in any post-war aviation training program which our national needs may dictate. It is axiomatic that such a program, whether for civil or military uses, must draw heavily and constantly upon the youth of the Nation. It follows then that the maintenance of civil aviation establishments at our colleges and universities may be important to the country in general and to the armed forces in particular.

It may, of course, be too late to ask reconsideration by the armed forces, and their present position may be dictated by considerations not open to dispute or even to discussion. In that event, this committee and the Congress generally face a peculiarly difficult problem. To find new uses now for these civil aviation facilities, which will assure their survival and future usefulness is a task to tax human ingenuity. Yet it is important that such uses be found. Failure to maintain existing facilities in the face of their demonstrated usefulness would square neither with their performance nor with their promise.

I have already referred to this C. A. A. program as an example of American cooperative enterprise at its best. As such, it offers a pattern which may in the future prove useful not only in the development of aviation, but in other significant fields as well. I need not remind this committee, moreover, that cooperation flourishes only under conditions of mutual confidence. The smaller private operators can hardly be expected to survive the sudden and general suspension of a program in which they have staked their capital, their hard-won knowledge, and in some degree their future. Those who are strong enough to survive will hardly be encouraged by the experience to try again.

Of the effect of such suspension on the participating colleges and universities themselves, I have deliberately said little or nothing. As one of their representatives I could, and doubtless should, have said much more. But important as I believe the colleges' present stake and future role to be where aviation training is concerned, their interest is only a part of a vastly greater whole. If this interest does not square with considerations of the national interest, it should, and will, be disregarded. If, as I believe, it does square with the national interest, I have every confidence that it will not be disregarded. If finally this same criterion is applied to the civil aviation program as a whole, your committee will find, I am sure, reason enough to make adequate provision now for its future.

I have been asked to come today as a representative of the colleges and universities in region I.

Senator McCARRAN. That consists of what section of the country?

Dr. CASE. That consists of the New England States, New York, Pennsylvania, New Jersey, Delaware, I think Maryland, West

Digitized by Google

Virginia, and parts of Virginia. There are now, in that region, or were when the figures were prepared for me, about 19 institutions training naval aviation cadets under the C. A. A. War Training Service, about 50 engaged in a similar task for the Army Air Force, and until the establishment of the restricted zone for flying along the coast, there were about 40 others which had been participating.

Now, I have tried to ask myself, Mr. Chairman, what questions I would be concerned about if I were faced with the problem of your committee. And it seems to me that two main factors I would be chiefly interested in, considering the continuation of this program—first, its performance, and second, its promise.

Many important facts about its performance have already been mentioned, and others were mentioned with respect to its promise. Other points will be made, so I shan't attempt to be encyclopedic in this review. But I would like to say that I think we have reason to be grateful as a nation for the foresight that Congress showed in establishing this program initially. In General Marshall's report, made public at the close of the year, shortly before the close of the year, he pointed out that in the 19 years prior to 1941, the Army Air Forces has trained, I believe, about 7,000 pilots. With the establishment of the C. P. T. program in 1939, larger numbers, far larger numbers than that were trained, completed their initial training for pilot licenses in civil work, which would in any event be important to the development of the industry in which, I think, there will be general agreement that up to that time we had lagged somewhat.

Thanks to the backlog of men who had completed their initial training as pilots, there were, when the attack on Pearl Harbor was made, I believe, something more than 70,000 young men who had completed work prescribed by the civil pilot training program, and while they were by no means prepared in most cases to serve as combat pilots or even as instructors in the armed forces, the process of training those men to do both those critical jobs was enormously supplemented by the fact that this program had been in existence.

It was as if, I should say, sir, Colgate being situated in a farming area, it was as if at a moment when we needed a gigantic harvest we discovered a fresh supply of seed corn and so plowed fields ready to plant.

Now the thing that interests me most about the nature of this program and I think one of the things that is important to consider in connection with its performance is the cooperative character of the enterprise. More than money has been invested in it. A good deal of skill and imagination has been invested in it. You have, on the one hand, the private operator who stakes his risk capital, his knowledge, initially provided the means, has put money into the improvement of facilities, often has built hangars, and bought equipment and assembled trained flight instructors and the necessary ground crew to support them.

Then you have the colleges and the universities cooperating on precisely that phase of the program which, as has already been pointed out, they are best qualified to perform, providing instruction and providing housing and feeding facilities without any fresh capital outlay.

The Government, by the nature of its subsidies to the program, has, shall we say, "sparked" it, and the nature of those subsidies is in-

Digitized by Google

teresting because they were tantamount to the provision of scholarships for qualified young men at the colleges who were interested in flying. It is worth noting, sir, that the program performed a very efficient service in the weeding out of the unfit. There are, as you know, a certain number of men who are not adapted to flying. It is sometimes an expensive process to discover who those men are. This program has made that discovery in an initial sense at a minimum outlay, the scholarship, in effect, being withdrawn when it was discovered the men were not adapted.

I think then that as far as performance is concerned this program has shown that it could meet the needs of the country in peace and in war, at least it could be very helpful in time of war, and indeed, the original civilian program has, as you know, been converted since the 1st of January 1943, to the exclusive, to the war training service of the C. A. A. which has trained men exclusively for the armed forces. In 1943 I believe some 200,000 successfully completed that phase of their training and went on to advanced work.

Senator McCARRAN. In that respect, Doctor, has your institution yet received any notice from the War Department canceling its activity in that war-training service?

Dr. CASE. We received a notice from the Navy Department, sir, just a week ago, notifying us that the service would be discontinued as of June, or not later than June.

Senator McCARRAN. The Army has sent out notices just about 48 hours ago canceling out the program in about 70 colleges and educational institutions throughout the United States. It is very, very regretful that that should have taken place. But I am taking it up with the Army authorities. They seem to be quite adamant in their position on it.

Dr. CASE. May I speak on that point very briefly, sir?

Senator McCARRAN. Very well.

Dr. CASE. First, I want to make it very clear that I am not here to dispute with the armed forces their decisions as to the wisest and most effective training program that they can provide. Because I think the records show very clearly that in that respect they have done a magnificent job and know their business. I would say, however, that the experience of the early stages of the war, and any projection of the future, does raise some considerations which I hope Congress will be concerned with and which I feel that the armed forces would not wish to ignore, whatever their final decision might be.

If, as we are now told, it is true that sufficient facilities for aviation training exist in the country so that these are no longer needed by the armed forces, I venture the statement that that is true in part because for the very reason that these facilities did exist at the most critical moment of the training. Had they not existed, we would have lost many precious moments.

Second, as to the future, two things seem to me true. No one, unless he be a Senator, sir, is wise enough these days to predict what our future policy will be with respect to provision for military training.

Senator McCARRAN. I am glad you made the exception.

Dr. CASE. Thank you, sir.

It seems to me that whatever it is, that whether or not we have universal military training and that whatever provision may be made R. O. T. C., or similar agencies in the colleges, the continuation of

Digitized by Google

a civil pilot-training program would be extremely valuable in assuring an adequate reserve of trained pilots and the reserve supply must be constantly fresh for the armed forces as well as for the industry.

Senator McCARRAN. Doctor, isn't this true, based on your observation, that regardless of the fact when we have a great pool of pilots at the close of this war, which we hope will be soon, that time is a great factor that works on that pool? In other words, age plays a great part in the vocation of aviation. It is a young man's game. And he arrives at a point in life where neither his imaginative faculties nor other faculties will permit him to indulge in the game. When the war is over, while we will have a great pool of those who have been pilots during the war, there will be other elements that will enter as against that pool.

Dr. CASE. Quite right.

Senator McCARRAN. Many will say, "I have had enough of it." Those who had the blood and sweat and thirst and thunder of it, many of them will say, "I have had enough of it." Others time will work on and age will come on. So that as a Nation looking forward to a peacetime program when we must see that our communications reaches the ends of the earth in peacetime we should keep that pool replenished constantly with the youth of the country.

Dr. CASE. I cordially endorse every word of that, sir. And if one is to look for a pool of men from which to select, to recruit constantly qualified youth for such training, it seems to me that colleges and the universities should not be ignored, nor, if we mean to do it as economically as possible, should those facilities be ignored. There is only one more point, sir, that I would like to make, coming as I do from a small community.

It has often been pointed out by men in all kinds of positions of responsibility, how important it is prior to the time that victory is finally won, that all parts of the country should feel a sense of participation in the war. I believe very strongly that that is true.

Colgate is situated in central New York in Hamilton, surrounded, as I have said, by farming country, truck and dairy. The institution of an airport in that community has done a good deal to interest the citizens there in the future of aviation. But more, the presence of those cadets flying thing over their farms and villages has given them, has done as much as anything to dramatize the existence of the vast training program that we have in this war.

This may be an overstatement. I leave that for you to appraise. But I don't think it is an overstatement to say that the sudden liquidation of that program would mean to that community, would indicate somehow that it was the feeling of the authorities who were responsible, that the war was about over. I think that would be unfortunate, to say the least, at this point. If I may, before retiring, I would like very much to read for the record excerpts from two letters of boys, which have come from boys who have completed this program.

Senator McCARRAN. Very well, Doctor.

Dr. CASE. One is from a lad in the marine aviation, who wrote last summer:

The long haul is over and I have finally won my Navy "wings of gold." This letter, belated though it is, is intended to thank you in some small way for the great part you played in my training. I suppose there isn't a [illegible] today who doesn't remember his first instructor, the man who introduced

Digitized by Google

of flight and entrusted to him an airplane for his first solo hop. But I'll bet there are few who can look back on their first instructor with the realization that what he taught them was so thorough and complete that they could spend the rest of their training largely polishing off their flying and becoming familiar with heavier and more powerful aircraft. I can. The most recent plane I've flown and soloed is the Consolidated Catalina Horace. A far cry from the Cub, to be sure, but as far as holding a constant airspeed and altitude is concerned, or going into turns smoothly and recovering from same without skidding all over the sky, there is little if any difference. Remember the day you caught me rolling out of turns in eights around pylons and ailerons alone? You can be sure I never made the same mistake again.

I could point to many more specific instances where your instruction and advice came to my aid and enabled me to finish my training without any down-checks to mar the record, but the thing that helped me most was the general feeling of confidence in the airplane that you somehow instilled in me at the outset. Result: The ability to relax even under relatively difficult flight conditions. Nothing, in my estimation, can help a flier more than that. It allows him to be fully aware of the natural limitations of his plane, and yet not overemphasize them when he gets in trouble. And I say that from real-life experience.

The second is from a boy who was not a student at the college. That first letter was from a boy who was a student at the college, took the C. P. T. course prior to our entry into the war, then went on to earn his present commission.

The second is from a neighboring boy who did not go to the college but was able to take the civilian pilot training at the airport. He is now a technical sergeant in the Medical Detachment. He wrote the operator as follows:

The reason for writing this letter to you is, my desire of information and any advice you would care to offer in regard to aviation employment after the war. To introduce myself a little more fully, I live in civilian life over in the village of Hubbardsville where I am in the store business with my dad and brother. Shortly before entering the Army, 3 years ago, I was able to acquire a few hours of flying, in addition to the thirty-five odd hours already to my credit, from chief pilot Horace Milks. Since then it has been possible to add only a few extra hours but my genuine interest in aviation has not dropped any. I have taken one night school course within the last 4 months on "aircraft engine theory" and at present can purchase a correspondence course on airplane and engine mechanics.

Looking to the future, can you advise me as to the possibility of your wanting more mechanics or mechanics' helpers when the war ends? I am ambitious to train as much as possible for the qualifications under an A and E license. But since I can't go to school now, I wonder if perhaps you may employ some of your mechanics part time?

I read that, sir, because it indicates, it illustrates both the performance and promise in terms of what they have meant to individuals now participating in the war job in the armed forces. What is true at Colgate is typical of the situation in hundreds of colleges. Others would be more affected than we today by the liquidation of this program. In a sense it would be a relief to us. We have enough to do without it at the moment. My great fear, however, is that at those local centers in hundreds of communities the investment made by the operators, the facilities set aside by the colleges, the trained instructors both ground and flight which have been assembled to do this job would, at the moment of peak efficiency, be dispersed, not all the operators could survive the loss. And it seems to me we would enter the period after the war very much the poorer for the loss of facilities which have already proved they are useful to the country.

Senator McCarran. We are very grateful to you for coming here and giving us your views.

Digitized by Google

We have with us Carlyle E. Godske, chairman of the Aeronautics Committee of the American Legion. to speak in behalf of the American Legion. We are very glad to have you.

STATEMENT OF CARLYLE E. GODSKE, CHAIRMAN OF THE AERONAUTICS COMMITTEE OF THE AMERICAN LEGION

Mr. GODSKE. I am very glad to be here, Mr. Chairman. I will be very brief in presenting the position of the American Legion. I have here a copy of a letter, sir, that is addressed to you. With your permission, I would like to read it for the record.

Senator MCCARRAN. Very well.

Mr. GODSKE. This letter is from Warren H. Atherton, national commander of the American Legion:

The American Legion is vitally interested in extension of the life of the Civilian Pilot Training Act. I quote from resolution adopted in the report of our convention committee on national defense at our Omaha National Convention, September 21 to 23, 1943:

"That we recommend the Civil Pilot Training Act of 1931 as amended be further amended to extend the life thereof; as it is desirable in the Nation's interest that the facilities of civil aviation continue to be used to the greatest possible extent. We further recommend that the National Aeronautics Commission continue to be mandated to cooperate with the Civil Aeronautics Administration in the furtherance of this civilian pilot training program."

This matter was again considered by our national executive committee, when meeting in Indianapolis, November 18 to 19, 1943, when that group, which is the between-convention governing body of the American Legion, instructed our national legislative committee to follow through on the Omaha mandate, asking for continuance of the life of the Civilian Pilot Training Act of 1939, as amended, and stating that the reenactment of this act "is necessary if the pool of available pilot material for military use is to continue."

We feel the above action is necessary and in keeping with another portion of the convention committee report on national defense, from Omaha, reading as follows:

"We believe that the Army with its Air Force, the Navy with its Air Force, must comprise in peacetime all men fit for full time or limited service, who must be subject to call for their initial active training, or in reserve status until a definite age is reached. Only by such a system can a nation stand prepared to meet the military crisis promptly and efficiently, for the speed and intensity of war increases with each passing hour."

Trusting that you will do everything in your power to secure continuance of the life of the Civilian Pilot Training Act, I remain,

Sincerely yours,

(Signed) WARREN H. ATHERTON.

Senator MCCARRAN. We must pause here. I must go into the Senate Chamber to vote. I will be right back.

(A short recess was taken.)

Senator MCCARRAN. I interrupted the gentleman from the American Legion. Is he present now? Will you come forward and complete your statement, please?

A VOICE. I think he concluded it.

Senator MCCARRAN. I am sorry I interrupted. Is he present out in the hall? Will you see? Is the gentleman out there in the hall who represented the American Legion? I don't want to cut him off.

(Pause.)

Senator MCCARRAN. In order to save time, we will go ahead. He may be heard when he comes in.

Digitized by Google

Dr. T. A. Distler, president, Franklin and Marshall College, Lancaster, Pa. Come forward, Doctor, please. I want to say to you, on behalf of the committee, we are very grateful for your presence.

You may proceed, Doctor.

STATEMENT OF DR. THEODORE A. DISTLER, PRESIDENT, FRANKLIN AND MARSHALL COLLEGE, AND SECRETARY, PENNSYLVANIA COLLEGE PRESIDENTS ASSOCIATION

Dr. DISTLER. I am very happy to have the opportunity, Senator McCarran, and members of the committee. The association which I have the privilege to represent today feels very strongly and urges that the act previously referred to and which is before you for consideration be made a part of the law so that this particular activity of the Civil Aeronautics Authority may be continued. We urge this on the following basis:

First of all, on the soundness of philosophy and organization of the C. A. A., both C. P. T. and War Training Service. This organization had as one of its tasks to provide an air-minded era. It had two objectives. The first was to make us air-minded as a nation, because we were definitely coming into an air era. The second objective was to implement that in a very practical way by training pilots and others who would serve usefully to use the instrumentalities which we used in air.

The reason we feel they had a sound philosophy and a sound organization was that they made a complete survey of all the facilities that would attain these two major objectives.

One part of the job, very obviously, was teaching. And hence, instead of setting up a great separate organization, they chose the institutions of higher education, whose main stock in trade, after all, is teaching.

Then, in casting about, they discovered a great many men, who by dint of real sacrifice, because they were interested in making America air-minded, had bought a plane or two, had bought an acre or two or four or five, of land, and so on. They said, here is our great potential resource for building the great future training centers for this great civil pilot training program.

So they took these men, who were struggling, most of whom started from scratch with just a firm determination and belief we were going in to this period and that they had to make a contribution.

So that our first statement is that the philosophy and the organization of this portion of the C. A. A. was sound because it didn't attempt to go ahead and set up a complete organization, but, in serving its own purpose and the purpose of the Nation, it utilized all these things which were available, and made them better, because it insisted, on both the part of the colleges and universities and on the part of the flight operators, that they must pass certain examinations, that they must maintain a certain point of efficiency.

I think it safe to say that there hasn't been a single movement in our whole country that has given as much impetus to small towns having airports as this agency which we are here to speak for today.

So that is our first plea.

Our second is that, on the basis of the accomplishments of the organization, it deserves to be continued. From September 1939 to July

Digitized by Google

1942, 80,000 pilots were successfully trained under the C. A. A. program. In 1939, before C. A. A., there were approximately 25,000 licensed pilots. By Pearl Harbor, when we urgently needed them, the C. A. A. had trained about a hundred thousand. Now, it wasn't designed necessarily to do that. It wasn't designed for war.

I think the thing for us to remember in considering this whole problem is the flexibility of the program. It is designed for what? For usefulness to the Nation, that is its primary purpose.

Senator McCarran. Let me say to you, in that respect, when the provision was written into the law, it became a law in 1938, I had to do with the writing of that act, and we were not looking to war at that time. We were looking to putting our Nation into the fore front of nations having consciousness of the world. We think we pretty near did it.

Dr. Distler. I don't think there is any question about it. It is one of the most forward-looking things that has ever been done, Senator McCarran.

But as the war cloud came up, here was this program which, step by step, first by urging these men to join the Reserves, and later having them subscribe by oath that they would join the military Reserve. Then, of course, as you all know, ultimately the Army and Navy in their wisdom utilizing this ready-made source when they desperately needed trained men.

Just a word about its adaptability. It wasn't only for war purposes. It wasn't only for these pilots I have mentioned. It trained ferry pilots for the Army ferry command and commercial air lines in pre-war years, and this hasn't been mentioned today. In pre-war years one of the functions was training women to fly. I am sure, we, all of us in this room, will agree we are not going to keep women out of the air after the war. We have got a tremendous reservoir of women who are not now being trained, in the various age groups in which the Army and Navy, of course, are now training young men to fly, to a much lesser extent. There are some women, of course.

It has trained teachers to teach subjects in relation to aeronautics in the high schools. In other words, whenever there has been a need in terms of creating an air-minded America, this program, well-conceived and well-conducted, was flexible and adaptable enough to be utilized in those areas.

The value of the program, as far as the Army and Navy is concerned, has been attested by statements which I have here and which I will submit, but I think because of the exigencies of time I will not read them at the present time. They are a matter of record. I am sure they have all appeared in public print. I will just submit them for the record.

Senator McCarran. Do you care to have them go into the record, Doctor? Are they in form to go into the record? If they are, we can have them go into the record.

Dr. Distler. Yes, they are.

Senator McCarran. Very well, they will go into the record, if you care to have them.

Dr. Distler. Fine.

Now, we feel that this program should be continued, first of all, because of the soundness of its philosophy and organization, and, [redacted] because of the effectiveness of its operation, and, third,

Digitized by Google

because of the economy of this program, which has been touched upon, but not sufficiently stressed, in a Nation which I think it is only fair to say is rapidly becoming more economically minded.

It's an economical program, not only in terms of dollars, but in terms of manpower. Here we have resources. Let's just look at them for a moment. Here we have planes which have no military use whatsoever, perhaps some 17,000 of them. And yet they have demonstrated their effectiveness in terms of the military program in the early, or shall we say, the first stage of training.

Here we have trained operators and trained teachers, and I am sure that any flight operator here could bring scores of letters as testimonials. We have in Lancaster the testimony of these youngsters who are going into the flying service as to the effectiveness of what happened to them in their college training program.

We have those men. We have the teachers in the colleges and the universities, some of them historians, some of them mathematicians, who at a great deal of sacrifice of time and effort have equipped themselves to do this very necessary task.

Now we have this whole reserve pool of manpower, and, in addition to that, may I say, these institutions, my own a small liberal arts college, have now between $25,000 and $30,000 worth of the best up-to-date laboratory teaching equipment for this program, and what we have is similarly duplicated.

These men have improved their airports. They have improved all under the guidance of this program. They have improved their mechanics. They have improved the method of servicing their ships and planes and so on.

So that here we have all this tremendous reserve, and there is not one whit of interference. The majority of these people are not eligible or are not equipped to do any other war service. Therefore, it seems to me that, on the basis of manpower, we have a tremendous potential reserve for the future effectiveness of aviation, for the continuance of military and naval aviation, which is not detracting one whit from the war effort.

In the mess halls where these people are, we are not taking soldiers and sailors to feed them. In the mess halls where these people presently are, the majority of people are overage or women. Yet they serve the function of housing and messing, don't you see, without taking anything from the armed forces necessary for the actual military operations.

The next thing I should like to point out is, these things are permanent. These institutions are here. Their facilities do not shift overnight. These men in the flying services have now reached a stage of permanence. They have gotten out of the stage a good many of them, where they had to go to the bank to get that extra acre, to put down that extra strip. They have demonstrated all that. We now have permanent going facilities.

Now, who is bold enough to say what will happen in the future? I certainly am not. But it certainly seems to me that, on the basis of the effectiveness of this program, on the economy of expenditure or on the manpower and the physical resources now permanently available, that any program that can possibly be conceived finds ready and waiting for it this vast reservoir of trained personnel to carry it through.

Digitized by Google

Now, it may be that the high-school program, it may be that the continuation of the military program should receive further consideration. I don't propose, as anyone does, to tell the Army and Navy what they should do. It may be that we should begin contemplating bringing the women into the picture.

But, whatever it is, gentlemen, we are just on the threshold of an air age. We made a fine start in 1938, sir, and continued in 1939. But we are just on the threshold of the real air age for America and the world.

Our whole plea, as college presidents of Pennsylvania, is here we have these resources, unless this act is continued, and not only the passage of the act, but unless it is implemented with funds to permit it to function, these resources within a short time will be dispersed, and our Nation will have to, somehow, somewhere, begin this all over again. And therefore our plea is for its continuance.

I am sorry to have taken so long.

Senator McCARRAN. We are grateful for your fine statement, grateful for you giving us your time coming here to enlighten the committee.

Mr. Godske, I wanted to apologize to you for breaking into your statement. I had to go in to cast a vote. You were not here when I returned. If you wish to conclude now, we will see that your statements are joined up.

Mr. GODSKE. I might conclude, Senator, by indicating the reason for the American Legion's resolution, in that they realized the importance of keeping the network of commercial aviation intact, to in some measure insure that the returning veteran has as much chance to go back to his chosen work as is possible.

The American Legion realizes that the returning veteran is a serious problem and that anything and everything that we can do to insure his returning to a civil occupation is paramount.

That is all I have to say, sir.

Senator McCARRAN. Thank you, very much.

Now we have with us, Dr. H. W. Caldwell, president of the University of Georgia, representing Dr. S. V. Sanford, chancellor of education for the State of Georgia. Dr. Caldwell desires to get away as promptly as possible. If the doctor will come forward now, we will hear him. Please understand that I am taking these in the order in which they expressed desire to get away rapidly, although I am trying to let you all get away as fast as possible.

Dr. CALDWELL. Mr. Chairman, I appreciate very much the opportunity that your committee has given us to come before you today.

Senator McCARREN. We are glad to see you here, Doctor.

Dr. CALDWELL. I want to say I concur heartily with what my colleagues in the educational field have said here this morning. I feel therefore there is no necessity of my repeating what already has been said. I shall make my own remarks very brief.

There is no one who would question for a moment the importance of aviation, both in time of war and in time of peace. The only question is how this industry shall be developed and carried on for the best interest of my country.

Senator McCARRAN. You will have to excuse me, gentlemen. I will have to go to the floor again.

(There was a short recess.)

Senator McCARRAN. Come to order.

Digitized by Google

Dr. CALDWELL. Mr. Chairman, as I was saying, the aviation industry, the aviation activities, are so important that they are going to require the efforts of various institutions, of various agencies, of various people, and we feel that the universities and the colleges and perhaps other educational institutions are well prepared to make a significant contribution to this program. Dr. Elliott has already said this morning that aviation requires scientific men. It requires highly skilled operators. It requires research men. Certainly universities are very well prepared to serve aviation in those respects.

Aviation is also going to require flight operators, is going to require navigators, going to require people who can supervise airport operations. The business side of aviation is in itself very important. We feel that our universities and our colleges are prepared to contribute to the development of aviation program by the training of men in those fields as well.

It seems to me, too, that universities and colleges are perhaps better able than some other types of institutions to lend assistance to such a program. We want in the aviation industry, because of its importance, the very best men that can be drawn into it. It seems to me that if this program is set up in the colleges and universities that in itself will enable the industry to draw the very cream of the youth of America.

Also, if the program is carried on in our colleges and universities it will enable the men to receive the aviation training along with their university education.

Also, the colleges and universities are now offering courses in many fields and many of those courses are very directly related to the type of training that will be needed to prepare them for aviation careers. And so, as one of the previous persons has said, there will be a real economy if these men are trained at the colleges, because there we will be able to utilize courses that are already being offered.

Furthermore, our colleges have laboratories, special facilities and equipment, much of which has been acquired for this particular purpose. It can be made available to those who are instructing in the field of aviation and to those who are receiving instruction in that field. We feel so strongly about that in the South, and particularly there in Georgia, that we have already determined that we are going to try to continue this aviation work in our colleges after the war, regardless of whether or not the Federal Government or the Congress will decide to continued this civilian pilot training there. We hope to make that a definite part of our curriculum and set up this aviation work as a department in the University of Georgia.

We are planning to give academic credit for many of the courses that will be offered there. We are hoping that we may work out a program that our faculty will feel has sufficient value, sufficient intellectual content to justify us in giving a degree on the completion of that program. That is what we hope to do there as an institution regardless of what the policy of the Government may be. But we do feel very strongly that this program in the colleges, these agencies that have been set up in the colleges over the country, may very well be utilized by the Government for furthering the Government's own plans for the development of aviation.

Dr. Elliott spoke this morning of the work in agriculture that is done in the land-grant colleges. He has said the Federal Government

Digitized by Google

was sufficiently interested in the dissemination of knowledge concerning sound agricultural practices to justify the Federal Government in teaching agriculture in our colleges. I agree with Dr. Elliott when he said a knowledge of aviation may be just as essential to our country in many respects as the knowledge of agriculture. If the Federal Government is willing under the Morrow Act to support agriculture, I can see no reason why the same thought might not lead the Federal Government to give its support to a program of this sort.

I have thought, too, of the analogy between this and our R. O. T. C. units, our Reserve Officers' Training Corps. As all of you know, the Federal Government supports in the land-grant colleges of the country an R. O. T. C. training program, a program to train men to train officers in the Army. You know the very brilliant record the R. O. T. C. graduates have made in this war. That is a training program in the colleges sponsored by the Federal Government, and that program has value to the country from a military standpoint. It seems to me that the Government might very well find such training in aviation to be of great value to the country, not only from a military standpoint, but also of value to the country in times of peace. It seems to me every analogy you may draw from the past practices of the Federal Government would lend support to the view that the Government might very well continue to give its support to the civilian pilot training program.

Thank you, Mr. Chairman.

Senator McCARRAN. Thank you, Doctor, and thank you for coming. We appreciate your statement very much.

Is Mr. James E. Cummings here?

Mr. Cummings, speaking for the Association of National Catholic Education. Will you kindly come forward and be heard?

Mr. CUMMINGS. Senator, I have a very brief statement I would like to read and put in the record.

Senator McCARRAN. In this respect, I have a note here that you are the personal representative of Msgr. George Johnson, secretary general of the National Catholic Educational——

Mr. CUMMINGS. That is right.

Senator McCARRAN. Thank you.

Mr. CUMMINGS. I am appearing before this committee as a representative of the National Catholic Educational Association. The National Catholic Educational Association is a voluntary organization of Catholic educators and includes educational institutions at all levels. The legislation pending before your committee is of immediate interest to the department of colleges and universities.

Some 30 Catholic colleges and universities are at the present time participating in the program authorized by the Civilian Pilot Training Act of 1939. These institutions have requested our association to request of your committee favorable consideration of the bill to reenact the Civilian Pilot Training Act so that the work may continue after next June.

Even though there may be some considerable curtailment of war-training-service programs, there is definite evidence that aviation will play a very important role in the post-war world. Our Nation must make its rightful contribution to progress in air transportation. This it will be able to do in the degree that it has at hand adequate reserves of trained personnel.

Digitized by Google

The utilization of the facilities of colleges and universities for the continuation of training in aviation has proven to be a wise measure in the days before our country was drawn into the war. Since our entry into the war institutions have rendered a service to their Government of great value. The experience they have gained and the organization they have effected should render them of even greater value for the training of civilian pilots when peace comes.

I am presenting herewith a list of the Catholic institutions of higher learning at present participating in the civilian-pilot-training program of the Civil Aeronautics Authority.

That, Senator, is just a brief statement in which we endorse the program as it has been rendered and we are hopeful that the act will be continued so that our institutions may continue to play such a vital part in the program that may be called upon for the benefit of our Nation.

Senator McCARRAN. And in this respect, may we understand that you are speaking for the National Catholic Education Association?

Mr. CUMMINGS. That is right, sir.

Senator McCARRAN. Thank you very much.

Is Mr. John H. Wilson, of Kansas City, Mo., director of the National Trade Association present?

Mr. WILSON. Yes.

Senator McCARRAN. If you care to be heard now, we will be glad to hear you.

Mr. WILSON. Thank you, sir. I have no prepared address. I am executive director of the National Aviation Trade Association, formerly called Training Association, which was founded around the nucleus of civil-pilot-training operators at the first inception of this program.

I have been an operator myself, am a pilot and mechanic. The group has stayed intact and grown. It developed into a nucleus of a trade association representing the dealer and distributor organization and now are doing work for the War Training Service. These men are patriotic men. At their last convention, December 2, 3, and 4, at St. Louis, they passed a resolution requesting the continuation of the Civilian Pilot Training Act of 1939 as amended, and asked that it be continued for the duration of the war and after, as an Air Reserve Corps measure.

These men are patriotic men. They are men of long experience and long flying and business experience. They feel very badly that their facilities now are being cut from their former status. They would like to continue giving their services to the Federal Government, to the winning of the war directly. They are spread through small localities where the locality has a direct interest in their operation, and in many cases it is the only national defense endeavor in the locality where the people can actually see what is going on.

These men hope that some place may be found for them to continue their efforts in the war-training scheme. They have no argument with the dictates of the Army and Navy. They wish to serve their Nation as best they can. And they stand ready with all their facilities and all their airports all over the Nation to do that job. Compensation is a minor matter.

I thank you.

Digitized by Google

Senator McCARRAN. Thank you, very much. I wish to make this observation, coming from Missouri in person, that I regret exceedingly the conclusion reached by the Army to put an end to this pilot-training service. It does seem to me that in fairness to those who when called upon by the Army put everything they had at the disposal of the Army and went into the training as contractors under the Civil Aeronautics Authoriy, that in fairness they should have had a chance to come to an ending not so abrupt as that which has been visited upon them. It is going to discourage, I am afraid, discourage those who would enter in as contractors for other activities that the Army may wish for in the future. I exceedingly regret the abrupt termination.

The Navy went about it by giving a notice that the termination would come along about June, so as to give these contractors a chance to work their way out. Many of them as late as 10 days before the notice was given from the Army had been, by direction of the Civil Aeronautics Authority, under direction of the Army, compelled to invest private money to a larger extent than they had before in setting up new facilities and within a week from the time they had invested the money and set up the new facilities they got the order from the Army that the program was at an end. All we can say is that we regret it exceedingly. Thank you very much.

Mr. WILSON. Thank you.

Senator McCARRAN. Is Mr. Steadham Acker present? Aviation manager, city of Birmingham, Ala.

Mr. ACKER. Yes.

Senator McCARRAN. Mr. Acker, we are glad to see you here. Any statement you have we will be glad to record it.

Mr. ACKER. Senator and other gentlemen, I am actually here representing the National Clinic on Domestic Aviation Planning of which I was a member of the original organizing committee and program director.

Senator McCARRAN. Where was that centered?

Mr. ACKER. The National Clinic on Aviation Planning was conceived several months ago in the mind of the few people who thought it was time for the aviation industry in all of its phases to get together in a discussion of the problems of aviation and work out an over-all pattern or recommendation for the orderly development of aviation from here on out, war and post-war, in the interest of the Nation and the aviation industry as a whole, having not been prior to that time an aviation meeting that took in all components and actively represented a good cross section of the industry.

In its conception, the first step was to go to the White House and get a letter from the President giving it his blessings to the extent that he endorsed the idea. And I might say that the results were so gratifying and accepted so favorably that since then the President of the United States has written a letter to the Governor of Oklahoma endorsing the idea of a Second Annual Clinic on Domestic Aviation Planning.

As program director of that institution which was sponsored by the National Aeronautics Association in cooperation with the State of Oklahoma and the Governor of Oklahoma, who acted as host, I have a resolution, one of some 12 resolutions, that came out of the conferences, that I wish to present. I would like to emphasize,

Digitized by Google

however, that the attendance at this clinic represented a cross section of the top-flight executives of the aviation industry in all of its phases—air lines, air-line presidents, manufacturers; I believe there were 31 State aviation commissions represented, and several Governors and many high Government officials, several of whom are present here and some took part in the program. I have and would like to offer into the record a printed copy of the proceedings which grew out of the meeting and also contains a list of all of those who attended and participated, so you might better evaluate the importance of the group and their standing as representing the aviation industry and the value of the resolutions passed.

I would like to read one of the 12 resolutions and comment further before reading it that the agenda and the program discussed such things as termination of war contracts, post-war use of war plants, disposition of surplus aircraft, feeder lines, and the various other things that are paramount in the minds of those who are looking forward to the future of aviation.

In the agenda was quite a bit of discussion on aviation education in the colleges and through Government facilities, and so forth. May I read the resolution as program director, which was my status?

Senator McCARRAN. Go ahead.

Mr. ACKER. The following resolution was unanimously passed by the First National Clinic of Domestic Aviation Planning held in Oklahoma City, Okla., on November 11, 12, and 13, 1943.

Whereas it is to the national interest to preserve the existing organization of colleges and flight operators conducting Civil Aeronautics Administration War Training Service programs; and

Whereas the programs should be extended beyond the cessation of hostilities so that there will be a continuing reservoir of trained pilots available at all times: and

Whereas the present Civil Pilot Training Act of 1929 expires on June 30, 1944: therefore, be it

Resolved, That the present program being conducted by the United States Government be continued for the duration of the war, and that the program be continued after cessation of hostilities as an Air Reserve Training Corps, and that the Civil Pilot Training Act of 1939, as amended, be further amended to extend the life thereof.

Senator McCARRAN. That will be inserted in the record.

Mr. ACKER. May I conclude by making a statement as airport manager of Birmingham Municipal Airport, on which there has been a civilian, Army and Navy training program, with a naval cadet unit from one college and an Army cadet unit from another. I want to state it has been my observation it has been very economically administered and very efficiently managed. The over-all administration from the C. A. A. has been very efficient.

Senator McCARRAN. I thank you very much for coming. I appreciate your statement.

It is now a little past 12:30. I think we should pause here for 1 hour, and at 1:30 we will reassemble. We have a number of very important people who desire to be heard, and we will proceed on this afternoon until they are heard. We will try to facilitate so that those who must get away early may be heard first. We hope you will all return at 1:30.

Thank you.

(Whereupon at 12:30 the committee adjourned until 1:30.)

Digitized by Google

AFTERNOON SESSION

(The committee reconvened at 1:30 p. m., upon the expiration of the recess.)

Senator McCARRAN. The meeting will come to order.

Are there representatives here of the American Association of Junior Colleges?

A VOICE (from the audience). Yes.

Senator McCARRAN. If Dr. Walter C. Eells, executive secretary of the American Association of Junior Colleges, is here, please come forward, if you will.

Dr. EELLS. Thank you.

Senator McCARRAN. You may proceed.

STATEMENT OF DR. WALTER C. EELLS, EXECUTIVE SECRETARY, AMERICAN ASSOCIATION OF JUNIOR COLLEGES

Dr. EELLS. Mr. Chairman, I represent some 600 junior colleges located in 45 different States, with enrollment last year in excess of 325,000 students. The junior colleges are limiting their program to the standard work of freshman and sophomore level, and therefore are not in conflict with the 4-year colleges, and those whose program was presented this morning.

We find about three-quarters of the students of junior colleges never go beyond the junior college with their education. Therefore, we have a very large group, if they are going to participate at all in the college program at college level, will do it in their junior and senior years. As I say, three-quarters of them never go on to the senior college.

Senator McCARRAN. What is the average student in your junior colleges?

Dr. EELLS. Eighteen and nineteen years of age.

Under the Civil Pilot Training Act of 1939, during the first years of its operation, 1939 to 1940, 150 junior colleges in 35 States trained over 5,000 students in the primary or secondary programs. The following year over 200 junior colleges participated.

Senator McCARRAN. Right there, Doctor, may I ask you as a matter of inquiry—you give training in the ground school work, do you, also?

Dr. EELLS. Yes; as well as the flight, both primary and secondary.

Senator McCARRAN. Have you taken or given any thought to the idea of training in the modeling of planes?

Dr. EELLS. Some thought has been given to that. We have conferred with the authorities of some of the national organizations who are interested in that line. We haven't done very much toward actually promoting it.

Senator McCARRAN. I think perhaps that addresses itself more to the lower schools?

Dr. EELLS. I would say that is largely at the high-school level that is taking place.

Senator McCARRAN. There is rather a peculiar history you are probably familiar with. Shortly after the Treaty of Versailles was executed, as soon as Germany could get busy on it, she set to work to interest her children in the primary grades in modeling. And then

Digitized by Google

she set to work with the advanced grades in a nonmotored craft, what we call gliders now, to some extreme. She gave prizes to the best glider manipulation and so forth, which gave rise to her great pool of pilots at the opening of the war—this war.

Dr. EELLS. I have here a map you may be interested in seeing. I can leave it for the record, showing the location by States of junior colleges which participated in the C. P. T. program during the first 2 years. (The map referred to accompanies the record.)

I won't give the statistics for each year, but each year since the beginning, the contribution of the junior colleges toward the training of adequate aviation personnel, first for peacetime flying, later for the needs of war, has been substantial. In October 1942, Mr. Robert H. Hinckley, then director of the civilian pilot training program, wrote me as follows:

> The junior colleges have played a large part in the success of the civilian pilot training program.

Last month our association held its twenty-fourth annual meeting at Cincinnati, Ohio. At that time we considered two or three different resolutions with reference to the continuation of the Civilian Pilot Training Act of 1939, and adopted one which I wish to present here this afternoon. Before doing so, however, I wish to insert in the record a telegram which the president of our association, Roy W. Goddard, dean of Rochester Junior College, Minnesota, sent last Saturday to Senator McCarran, chairman of this subcommittee. It reads as follows:

> Walter C. Eells, executive secretary, American Association of Junior Colleges, is authorized to introduce at any hearings resolutions adopted at our recent convention pertaining to pilot training at junior colleges. We believe future development of aviation can be materially aided by continued utilization of college personnel, plants, and experience which have veen making contributions to aviation under the administration of the Civil Aeronautics Authority.

The resolution to which he refers, which was adopted unanimously at our recent Cincinnati meeting, reads as follows:

> It is to the national interest to preserve the existing organization of colleges and flight operators conducting Civil Aeronautics Administration War Training Service programs; and these programs should be extended beyond the cessation of hostilities so that there will be a continuing reservoir of trained pilots available at all times. The present program being conducted by the United States Government should be continued after the cessation of hostilities as an Air Reserve Training Corps, and furthermore the Civil Pilot Training Act of 1939, as amended, which expires on June 30, 1944, should be further amended to extend the life thereof.

This resolution is similar to the one read by President Walters this morning. It differs somewhat is phraseology. I would like to insert it as part of the record since it was a formal one which we adopted.

Mr. Goddard is not only president of our Association, but it happens he is also coordinator for the aviation program which has been in operation at Rochester Junior College. As such he attended a meeting of the coordinators of region 3, at Purdue University January 15. In writing to me concerning that meeting, which voted to work for legislation to continue pilot training under the C. A. A., he wrote to me January 29, in part as follows:

> I am very much concerned about permissive legislation which will enable the colleges to make their contribution in a pilot training program, similar to the civilian pilot training which prevailed before the inauguration of War Training

Digitized by Google

Service. With the sudden closing of the War Training Service and no promise of anything in the immediate future, many of us are dismissing personnel, and flight operators are doing the same. After another month it would be rather difficult for most of us to get equipment and personnel together again to establish an effective program. I am sure I express the sentiment of most coordinators when I say we are very much concerned about the post-war developments in this field.

The junior colleges of the country, so many of which have participated in this program in the past, both under peacetime and wartime conditions believe that because they are prevailingly relatively small institutions widely distributed throughout the country they are able to train effectively but economically pilots and other aviation personnel in small units on local flying fields with a maximum of individualized attention both on the ground and in the air. They are ready, therefore, to earnestly urge upon this committee and upon Congress the extension of the 1939 act at least until July 1, 1949, as provided in S. 1432.

I have had numerous letters from junior college administrators in various part of the country protesting against the cancelation of the present war-training programs and urging continuation of them and xtension of the present act, but I will not take the time to present them this morning.

I may mention, however, that two other witnesses to appear at this time represent not only the regional coordinators but also junior colleges. Dean C. C. Colvert of Northeast Junior College, Louisiana, is a former president of the American Association of Junior Colleges, and is now a member of our national committee on aviation; Mr. Stone, represents Phoenix Junior College, Arizona. Their testimony, therefore, should be thought of as reinforcing mine and as presenting the junior college viewpoint from the standpoint of men in the field.

That is all I have.

Senator McCARRAN. Thank you very much.

I may say that a number of communications have come to the chairman of this committee. They will be inserted in the record. I am inserting in the record now a letter of date of February 1, coming from Congressman Tarver, Seventh District of Georgia, transmitting a telegram from Harmon W. Caldwell, president, University of Georgia and S. V. Sanford, chancellor University System.

These will be inserted in the record.

(The letter and telegram referred to above are as follows:)

HOUSE OF REPRESENTATIVES,
COMMITTEE ON APPROPRIATIONS,
Washington, D. C., February 1, 1944.

Senator PAT MCCARRAN,
Senate Office Building, Washington, D. C.:

DEAR SENATOR MCCARRAN: In connection with the hearing which the subcommittee, of which you are chairman, of the Senate Committee on Commerce is to have at 10:30 a. m., February 2, on S. 1432, I am herewith transmitting a telegram I have just received from President Harmon W. Caldwell of the University of Georgia and Dr. S. V. Sanford, chancelor, University System.

These gentlemen are outstanding educators and their views in my judgment ought to be entitled to weight. I respectfully request that they have the attention of your committee.

With kindest regards, I am,
Sincerely yours,

M. C. TARVER.

Digitized by Google

[Telegram]

Hon. MALCOLM C. TARVER, M. C.,
Washington, D. C.

Please use your influence to have war training service program continued in our colleges. We know its value to trainees and to the institutions. Understand hearing scheduled February second. Anything you can do for us will be appreciated.

HARMON W. CALDWELL,
President, University of Georgia.
S. V. SANFORD,
Chancelor, University System.

Senator MCCARRAN. I have here a telegram dated February 1, from Denver, Colo. It reads as follows:

Hon. PAT MCCARRAN,
Chairman, Subcommittee on Commerce, United States Senate,
Washington, D. C.:

Please record in hearings Wednesday on Senate bill 1943 my unqualified endorsement of civil pilot training act of 1939. People of Utah and adjoining States consider it in national interest to preserve existing organization of colleges and flight operators conduction Civil Aeronautics Administration War Training Service programs to provide continuing reserve of trained pilots available for war or peace. Program has been a godsend to country in time of crisis and liquidation at this time or when present act expires on June 30 would be economically and strategically unsound. Regards.

F. P. CHAMP.

That will be entered in the record also. Next, I have a letter from Rev. Mark Kennedy, O. F. M., president of Siena College, Loudonville, N. Y., of date January 31, endorsing the bill. This will be inserted in the record.

(The letter referred to above is as follows:)

Hon. PAT A. MCCARRAN,
United States Senator from Nevada,
Washington, D. C.

DEAR SENATOR MCCARRAN: This letter is about the renewal of the Civil Pilot Training Act of 1939.

Together with other colleges of our country, Siena College has used its facilities for the training, lodging, and housing of young men in Navy aviation training. This has been done under the supervision of the Civil Aeronautics Administration.

This training has been proven useful and its continuance would keep up a supply of trained men.

I am urging you respectfully to give serious consideration to the importance of continuing this program in its essentials.

Thanking you for your interest, I am

Yours sincerely,

MARK KENNEDY, O. F. M.,
President.

Senator MCCARRAN. We have wires from the aviation committee, Salt Lake City, Utah, also the Ogden, Utah, Chamber of Commerce, of date February 1, also endorsing the bill. These will also be inserted in the record.

(The wires referred to above are as follows:)

Senator PAT MCCARRAN,
Senate Office Building, Washington, D. C.:

We heartily endorse Senate bill 1432 extending Civil Pilot Training Act. Consider it necessary for national security; urge immediate action.

Sincerely.

UTAH STATE AERONAUTICS COMMITTEE.
JOHN S. EVANS, *Chairman.*

Digitized by Google

Senator PAT MCCARRAN,
United States Senate:

Accept this wire as joint statement of Associated Civic Clubs of Northern Utah and Ogden Chamber of Commerce. We unanimously endorse Senate bill 1432 which provides for the extension of the Civilian Pilot Training program which expires June 1944. This program was prime factor in our national salvation providing trained pilots for the Army and Navy who had woefully neglected this field. Post-war transportation will demand a high complement of trained pilots. We are convinced Civilian Pilot Training necessary in a balanced training program covering civilian requirements along with Army and Navy training for combat service.

E. J. FJELDSTED,
Executive Secretary.

Senator PAT MCCARRAN,
Washington, D. C.:

We believe it is to the national interest to preserve the existing organizations of colleges and universities and flight operators which have so successfully operated with the Civil Aeronautics Administration in the training of civil pilots and for the elementary flight training of naval and military pilots. We further believe that the Civil Training Act which expires June 30, 1944, should be extended for the duration of the war and thereafter for the purpose of creating and maintaining a military and commercial reserve and for the purpose of stimulating and maintaining public interest in air transportation.

RUSSELL S. HANSON,
President, Logan Chamber of Commerce.

Senator PAT MCCARRAN,
Senate Office Building., Washington, D. C.

We heartily endorse continuance of civilian pilot training program as provided in Senate bill 1432.

AVIATION COMMITTEE, SALT LAKE CITY CHAMBER OF COMMERCE.

SENATOR PAT MCCARRAN: After 3 years experience under Civil Pilot Training Act at the Logan Cache airport and at the Utah State Agriculture College, we feel the present Civil Pilot Training Act as amended which expires June 30, 1944, be further amended to extend its life for the duration as a war training service and to continue thereafter as a civil pilot training program for the purpose of creating and maintaining a military and commercial air reserve and for the purpose of maintaining public interest in air transportation.

WM. EVANS, JR.,
Mayor, Logan City.
A. J. FUHRIMAN,
Chairman Board of Cache County Commissioners.

Senator MCCARRAN. I have likewise a wire from Brakley R. Taylor, vice chairman, Department of Wisconsin Aviation Committee of the American Legion.

(The wire referred to above is as follows:)

Hon. PAT MCCARRAN,
Senate Building, Washington, D. C.:

Regret I am unable to accompany Carlyle Godske, testifying hearing civilian pilot training amendment. Legion is extremely interested as to fate of hundreds that we enlisted at request of War Department who are now uncertain of their standing in the war effort. Senate bill 1432 should be adopted to utilize training that we have given these men at public expense.

BRADLEY R. TAYLOR,
Department of Wisconsin Aviation Committee, the American Legion.

Senator MCCARRAN. I have another telegram from Franklin Knapp Flying Service, Clarksville, Tenn.

Digitized by Google

(The wire referred to above is as follows:)

Hon. SENATOR MCCARRAN,
Senate Office Building:

We are conducting a flight program under civil pilot training activity. We feel it should be carried on and increased as we are going to need it more after this war than we do now and it is doing a job efficiently and economically. We strongly recommend your help toward the continuation of these activities.

FRANKLIN KNAPP,
Knapp Flying Service.

Senator MCCARRAN. I have a wire from R. W. Goddard, president, American Association of Junior Colleges, Rochester, Minn. This will be inserted in the record.

(The wire referred to above is as follows:)

Senator PAT MCCARRAN,
Senate Office Building, Washington, D. C.:

Walter C. Eells, executive secretary, American Association of Junior Colleges, is authorized to introduce at any hearing resolutions adopted at our recent conventions pertainint to pilot training at junior colleges. We believe future development of aviation can be materially aided by continued utilization of college personnel, plants, and experience, which have been making contributions to aviation under the administration of the Civil Aeronautics Authority.

R. W. GODDARD,
President, American Association of Junior Colleges.

Senator MCCARRAN. I have a wire from Gill Robb Wilson, State director of aviation in New Jersey. This will be inserted in the record.

(The wire referred to above is as follows:)

Hon. PAT MCCARRAN,
Senate Office Building, Washington, D. C.:

Detained home by serious illness in family. Swenson and Redding will present Oklahoma clinic resolution and N. A. A. board of directors resolution on war training services program hearing. My personal viewpoint is discontinuance of program will wreck numerous colleges since they have no potential civilian student body. Our colleges are a fundamental part of our democracy. Their destiny should not be tossed about so casually.

Regards.

GILL ROBB WILSON,
State Director of Aviation in New Jersey.

Senator MCCARRAN. I have a letter from Frederic S. Klein, director of aviation, Franklin and Marshall College, Lancaster, Pa. This will be inserted in the record.

(The letter referred to above is as follows:)

The Honorable PATRICK MCCARRAN,
United States Senate, Washington, D. C.

DEAR SIR: I am writing with respect to legislation now being discussed in connection with the renewal of the Civil Pilot Training Act of 1939, H. R. 1432.

Under the Civil Aeronautics Act of 1939 this college, along with hundresd of others in the country, had used its facilities for the training, lodging, and housing of more than 1,000 young men in various stages of Army or Navy aviation training. Educational facilities of the colleges and flight training facilities of existing airports have been combined under the supervision of the Civil Aeronautics Administration to establish an efficient pilot training program which has been carried out in the past without expense for the establishment of new or temporary facilities.

These college training programs have definitely demonstrated to their communities, to the armed forces and to the trainees that they can adequately provide permanent facilities and training programs for national purposes. These colleges and universities and the associated airports ought to be definitely considered as proper agencies to carry on certain phases of present and post-war aviation training, continuing with pilot training in elementary stages and providing a constant

Digitized by Google

flow of trained men who could be of great value as reserve force if and when their services should be needed.

The facilities have been developed and are now in use. May I urgently request that you give serious consideration to the importance of continuing the essential phases of this program. This work could not be reestablished at a later date without great unnecessary expense and administrative difficulty. Colleges are permanent institutions of the country equipped to provide a large or small amount of training as circumstances may require.

Respectfully yours,

FREDERIC S. KLEIN,
Director of Aviation.

Senator McCARRAN. Other letters and other wires as they come in will be inserted in the record.

Now, is Dr. C. C. Colvert, past president of the American Association of Junior Colleges, and Chairman of the committee on aviation present?

Dr. COLVERT. Yes.

Senator McCARRAN. Come forward. We are very glad to see you here.

Dr. COLVERT. Thank you.

STATEMENT OF DR. C. C. COLVERT, DEAN, NORTHEAST JUNIOR COLLEGE OF LOUISIANA STATE UNIVERSITY, MONROE, LA.

Dr. COLVERT. Mr. Chairman and members of the committee, as past president of the American Association of Junior Colleges which represents some 600 junior colleges throughout the United States and a member of the aviation committee of that association, I wish to endorse the statement given by Dr. Eels, our executive secretary. The past 3 or 4 years, the association, in its annual meeting has given some attention to aviation and has endorsed the C. P. T. program and the C. A. A. War Training Service program.

I am also interested in it as a coordinator of the program in my own college, the northeast junior college of the Louisiana State University, at Monroe, La. This institution has trained some 600 boys in the flight-training service, both ground and flight, for the Army and the Navy. Those students have flown over two and a half million miles of flying miles. There is not a fatality in the group in that training program. It has been very safe, and a very economic program.

This might be said with regard to the program. At the beginning of this thing, flying in the air was new to Mr. Average Citizen of these United States. The C. P. T. sold to every citizen in the United States the value of air, and when the Army and Navy asked for this mother's son and that mother's son to get into the Air Corps, they came around to it largely because the C. P. T. had been established in these various communities throughout the United States. They saw these boys fly. First, just 10 of them in a school some place. They flew a year. Nobody got hurt. They began to realize that it must be pretty safe. It sold to the American people, if you please, through the courtesy of Congress, who established this act and provided the funds, the value of aviation and how safe it was for their boys to fly.

Not only has it boosted aviation for the Army and Navy Air Corps and aviation in general, in the minds of Mr. Average Citizen in these United States, but it has boosted the idea that we are fighting a war

Digitized by Google

in these communities throughout the United States where these colleges and flight operators are training boys.

Now, there is still a need for this training. It seems that the Air Corps are still grabbing these boys that become 16 or 17½ years of age. They are trying to sign them up for the Air Corps as soon as they become 18 or shortly thereafter. One boy in my college has already signed up at 17½. Four days after he became 18, they jerked him out of college, put him in the Air Corps. That is fine. That is what they have all wanted. There is still need for the training of these boys.

Now, the greatest blow, it seems to me,in the mind of the average American citizen is he is about to be convinced that the war is about over, because in hundreds of communities throughout these United States, flight schools are being closed. Boys are no longer being trained there. And they say the end must be close. Otherwise, why put on the ground several hundred air planes.

For instance, in the Army secondary program alone there were 350 secondary air planes, 250-horsepower up, Army biplanes, that set on the ground. There is no more flying. There were 300 flight instructors without a job, some thrown back to the draft board, some already in the walking army. There are 250 mechanics, over 100 ground school instructors, all of that is taken out of the war effort automatically on the 16th day of January of this year. That is just one phase. That is just the Army secondary. That doesn't include the cross country, the Army indoctrination, and some of the Navy courses. Those colleges are being taken out of the war effort. They are just as much an industry in this country as is Ford, General Motors, Chrysler, and all the other corporations which make war material. Why take the colleges out? They have thousands of dollars worth of equipment in buildings, grounds, ground school equipment, aviation equipment, that is sitting on the ground today and an airplane is no good on the ground. That automatically takes out of the war effort those hundreds of planes, hundreds of instructors and mechanics. The boys are not being trained by them. That equipment is taken out of the war effort. We still have a war yet to win.

Mr. Chairman, I wish that the Congress of the United States through the people—I think the people of the United States are vitally interested in it, and I believe Congress is, because I believe the people are showing Congress that they are interested in it, and I hope Congress can convince the Army and the Navy that it is unwise to suddenly stop the use of these facilities of teaching their young men how to fly, to start them off in flying. You heard a letter this morning when a boy learns to fly a cub or Waco, he has got the fundamentals of aviation. The Army and Navy can teach him anything they want him to know, on up to flying a four-motored job, six-motored, and the eight-motored, as it comes along. They have got the basic fundamentals both in flying and in ground school.

I don't want to see this equipment deteriorate. These hundreds of airplanes are going to deteriorate. I have 30 of them sitting on my port out there, sitting out there not doing a blessed thing for the war effort. In another year's time, those planes won't be able to do anything. They will be gone. An airplane deteriorates sitting out there not being used. It is a big expense just to keep them there. You have got to keep them insured. You have got to try to look after them, and they are deteriorating and going by the board.

Digitized by Google

This college equipment the colleges have is there. There is nobody to take it, because all of our boys are in the Army. A few of our girls are taking it, the aviation ground school. And I hope, Mr. Chairman, that the Congress of the United States can convince the Army and Navy that it is a wise policy to use these schools throughout all the United States, throughout all this country, to continue using those facilities to train their boys how to fly, give them the elements of it before they take them directly into the Army and Navy schools for further training. It will contribute to the war effort in keeping the public conscious that there is an air battle going on, in using facilities that should not be taken out of the war effort until the war is won, in keeping up the economies of the country on a stabilized basis instead of jerking it away from them and giving these flight instructors and these mechanics, these ground school instructors a chance to use a specialized knowledge which the Army and Navy asks them to get, which they got, and is now being taken out.

That, in sum and substance, is my plea both as a junior college man, as a man who is interested in the flying and ground school work.

I thank you.

Senator McCarran. Thank you very much, Doctor.

Is Col. Herbert Fox present? Commissioner of aeronautics for the State of Tennessee?

Colonel Fox. Yes, sir.

Senator McCarran. Colonel Fox, come forward, please. We are very pleased to see you.

Will you kindly state your name and your official position for us?

STATEMENT OF COL. HERBERT FOX, EXECUTIVE DIRECTOR, TENNESSEE BUREAU OF AERONAUTICS, WING COMMANDER CIVIL AIR PATROL

Colonel Fox. I am Herbert Fox, the executive director of the Tennessee Bureau of Aeronautics. I am also wing commander of the civil air patrol of our State. Senator, it will just take just 5 minutes to make some comments here, please.

Senator McCarran. Take as much time as you see fit because your comments will be of vital interest to the committee.

Colonel Fox. Some of them may be repetitions but I think I have some new points.

I have been asked by the Tennessee Bureau of Aeronautics to give you the views of the bureau on the matter of continuing War Training Service of the Civil Aeronautics Administration. I would like to preface this statement with a brief account of what the State has done thus far in aviation.

Our law provides that of the 7 cents gasoline tax collected at airports, half is kept at the airport where it is collected. As a result, all our municipal airports are self-supporting and self-liquidating. The remainder are administered by the bureau for various aviation activities.

These have included air marking, assisting cities in the building of airports, aviation training, aviation education in the public schools, research programs in aviation, airport manager training, and outright grants to universities.

Digitized by Google

We regard this law as a very effective one, and are inclined to point with pride to the things our State has done. entirely independent of the Federal Government, and with a minimum of funds from the Federal Government. We are proud also that our State is ready, as far as legislation is concerned, for the post-war days when the Federal Government will, undoubtedly, ask for the States to participate in some national program promulgated by the Congress.

It has been said, unofficially, I believe, that the Navy will not use the facilities of the W. T. S. after the end of this fiscal year, and as far as I know, nothing has been said officially about the Army's plans for continuing this training. It looks as if there would be a sudden cessation of all this training by the W. T. S. through civilian contract schools, and it is about this possibility that the Bureau wishes me to make its views known.

The effects of a sudden stoppage of this program will be harmful to aviation, we believe.

It will mean a loss of momentum in the production of pilots at a time when we are entering an age when popular flying is certain to increase enormously. I know how impressed we all are when we learn that there are now some 300,000 persons who can fly airplanes, but I submit that there are now 27,000,000 privately owned automobiles in the United States and 300,000 pilots is only a drop in the bucket of what we ought to have for a healthy flying business.

It will mean the closing of many airports and flight schools which now have nothing to do except train pilots for the Government. Closing of these fields will constitute a set-back in the progress of our preparation for private flying after the war.

It will mean a disruption of the staffs of experienced training establishments.

It will constitute an interruption to the program in the colleges, which have, in the past few years, been brought completely into the aviation picture where before they would have frowned on any of their students who planned to learn to fly. This is an abstract value, gentlemen, but an important one.

It will leave the Civil Aeronautics Administration's air education program without a field into which to send the graduates of the elementary schools who are now preparing themselves for living in the air age.

I need only point to the effect of a sudden cancelation of contracts on the 59 colleges and universities that had been engaged in training instructors under contract with the W. T. S. This has effectively wiped out many important aviation training centers, and centers of aviation interest.

Rather than stop this program so suddenly now, or to stop it suddenly later, the bureau believes it would be wise to taper this program off in a careful, economical, and intelligent way. We have some ideas on how this tapering-off process might be done. Such a method of slowly contracting the expanded wartime program would have valuable features.

It would prevent a waste of the money of the contractor and the university which have loyally engaged in this work to further the war effort. In Tennessee, the program has utilized the facilities of our colleges and flight schools. It has given employment and aviation teaching experience to members of the faculties of these colleges.

Digitized by Google

It will make it possible to train the soldiers who are now returning from war in rather small numbers. These men could be fitted into these schools easily as they are tapered off, and converted into purely civilian enterprises.

It will enlist the cooperation and approval of industry, which is now fearful of the days when Government contracts will suddenly be withdrawn, leaving them unprepared and unable to enter civilian life quickly and effectively.

It will make it possible for the colleges and universities to work gradually into the civilian economy after their 100-percent participation in the war effort, so often completely foreign to their routine activity.

Most important of all, perhaps, it will give the States an opportunity to work with the Federal Government in preparing for aviation activity in peacetime. This is a most important feature. It may be you are not familiar with the situation as regards aviation legislation in the States. Many of them are totally unprepared for the job they face when their citizens start to fly. Many do not have laws on their books enabling them to cooperate with the Federal Government in the construction of airports, or to engage in aviation education. These things cannot be corrected overnight. In fact, only eight States have scheduled legislature meetings this year, and could not pass legislation if it were ready.

Airports constitute only one aspect of the collaboration necessary between State and Federal Governments. Aviation education and flying training is important.

In Tennessee today, there are some 5,000 W. T. S. students now receiving training. In many cases, the Bureau has been able to give financial and other assistance to the institutions training these students. We are, therefore, very much interested in seeing that the interest so far built up be kept in being for future use.

It is our belief, after a thorough study of the matter, that our high schools and colleges, and flight schools will become the only dependable source of aviation training, and will serve as a utility on guard for future service to our country in time of emergency.

How can this tapering off process be done? We suggest this only for discussion within your committee, but it is one method.

Contracts for training, changed to meet the changing conditions, such as returning veterans, and so forth, should be continued on somewhat the same basis as they are now held by contractors and universities. These contracts would gradually be decreased and thus the contractor would be encouraged, in fact, required to seek out private business as his Government business shrank.

It would probably be necessary to institute certain other training contracts with vocational schools and trade schools as the needs of returning veterans became apparent. State and Federal officials would decide the scope and size of the contracts offered.

Let me give an example here. Suppose that a contractor is now training pilots to the extent that he is using 50 planes. If he is suddenly to lose his contract, his personnel and his equipment are thrown on the market. His transition to peacetime training will be sudden and awkward. There would certainly be a time when he would have to dispose of much of his equipment, and discharge his employees.

Digitized by Google

Suppose, instead, that he is given a reduced contract, one calling for the use of say 30 planes and two-thirds of his personnel. He might still have to contract his operation, but he would have time and energy to devote to building up his private business. As his Government contract became smaller, he would, presumably, build up his private business, and when peacetime came, he would be a going concern, and another center of aviation would be continued.

The colleges and universities should be treated in the same way. These institutions have given everything in the war effort, and they are such valuable parts of our life that we must make the transition to peace as simple and uncomplicated for them as possible. Properly managed, these institutions would be in smooth operation on a peacetime basis when the war ends or very shortly thereafter.

A gradual change would also make possible the States easy transition to peacetime administration. It would give time for careful consideration of the laws and policies to be used in peacetime.

Civilian needs as to training planes, and various forms of training equipment, including that used by universities, would be met more efficiently by manufacturers if they were not suddenly confronted with all the change at once.

States which have flight strip and airport programs already made could move smoothly into them. Private flying, upon which we all look as the largest of our aviation activities in the days to come, could grow healthfully as facilities for it are provided. This would make its effect upon the whole industry.

While the important thing is to get over into a peacetime economy as quickly as possible, I do not think we should ignore the lessons we have learned in fighting this war. We must not get into the position of having to fall back on the pilots of this war for the defense of this country in the future. This is going to be a flying world, and we must prepare now to make flying possible for every citizen.

The Tennessee bureau testifies with pleasure in behalf of the W. T. S., which was formerly the civilian pilot training program, and which the State of Tennessee pioneered before there was a civilian pilot training program by the Federal Government. We recommend the continuation of this program because of its economy in operation and because it has kept alive our civilian aviation and has been of such tremendous value to the Nation's armed forces.

We believe the contractors and universities and colleges now employed by the W. T. S. would suffer if its operation were suddenly stopped.

We believe that aviation in this country would likewise suffer.

But we also believe that a sane approach to this problem of transfer from a wartime economy to a civilian economy is most important.

If civilian interests are encouraged to build up their private businesses and resume their private activities through the medium of a sensible gradual reduction of their relations with Government, our whole economy will benefit. Such a gradual change can well be vital to aviation in hundreds of small communities throughout this country.

The CHAIRMAN. I want to state my information coming from the Army is that these cancelations are final and that they are going out of this method of training. Now I don't think it is at all improper for me to state that I have heard and seen various explanations given for the cancelation of this W. T. S. program. One that I last heard

Digitized by Google

was that it was encumbering the method of transportation. These boys were transported from one institution to another and transported then to the army air training bases and that was one reason for it.

The other and the most cogent reason I heard was this. It was told to me personally, was that the facilities in the air—in the war—up to the present time had not come up at all to the expectations. In other words, they expected much more casualties, many more casualties in the air than what has actually resulted, which resulted in them having at this time an over-abundance of pilots for war activities, which in turn reaching down to the program which we are discussing now causes them to cancel out this program as being unnecessary at this time.

When I inquired of what would become of these boys who are now in the initial stages of this program or in any other stage of the program, the answer was that they had been screened into the Army as their inclinations seemed to indicate. In other words they had gone into ground school activities or ground activities and those that indicated they had ability for piloting, they had become pilots, and so on and so forth. The answer that I have received and the many inquiries I have made indicate that the Army is adamant on canceling out the programs. I am sorry to say this and I am sorry to report it. I think we might just as well look at this thing and form our own conclusions about it and express ourselves as we see fit about it, that the Army has the upper hand in the matter and are adamant.

Colonel Fox. I am sorry I interrupted you. I did want to give you that.

Dr. COLVIN. Senator, may I interpose a remark?

Senator MCCARRAN. Yes.

Dr. COLVIN. You don't think there is any way to convince the Army and Navy that this type of program should continue?

Senator MCCARRAN. I wouldn't say no to that inquiry, because I am going to tell you something. I have got a very fixed determination in my own mind to try to change the attitude. But I say to you right now, it looks like a hopeless game that I am playing. Nevertheless, It is worth the effort. I consider it a worthy effort not only for the war, but also for the peace that will follow the war. And I think that you have touched upon one thing very emphatically, one of you gentlemen just a moment ago, that is, the psychology of the whole affair. The attitude of mind that these cancelations are creating in the communities where they are canceled and elsewhere. In other words, we have conjectures made from time to time by those who we assume have some authority saying the war will end such a time, the war will end at this time. The war, to my way of thinking, is not—I am sorry to say this—it isn't approaching the end nearly as rapidly as I would like to see it. I see a lot of very nasty battles yet ahead in Central Europe. And when the oriental war will be over, I don't think anyone would want to make a conjecture on. I would like to see so many pilots trained for the oriental situation that we could shorten up that program of war that seems to now be rather discouraging, to be frank with you.

Dr. COLVIN. Many a businessman, Senator, has stopped me on the street and made this remark, "They have done it. I understand they are canceling the flight-training program here and elsewhere. The

Digitized by Google

war must be about over." We hear that the Army said that there is a surplus of pilots, yet MacArthur braggs a whole lot if he gets 150 planes together to attack one place, only does one at a time, 150 to this island, 150 to that. He has to do it 150 at a time. Where is the surplus of pilots? Where is the surplus of planes, when the Air Corps is still shelling the woods, beating the bushes for every boy still seventeen and a half years old, and the Navy has got priority on them, grabs every one available. There isn't a boy in these United States 18 years old who hasn't been contacted by one or the other of the Air Corps to get in. Not only the civilian boys 18 years old, these boys in these Army specialized training programs throughout the United States have also been training, the Engineer Corps they have been training mentally and physically for the Air Corps and are being taken out this week to be put over into the Air Corps.

Where are the surplus of planes that we should suddenly shut down all air training when we are still taking them in by the thousands.

Senator McCARRAN. I am glad to have that. It has been a very puzzling thing to us here in this Congress who are interested. I say this, gentlemen, I don't think the Members of the Congress up to this time have been sufficiently apprized of the cancelation of that program. There is only a very few of us who have known of the cancelation. It strikes me that is one of the things we are going to have to do is to apprize the Congress of the United States and the House of the cancelation so that they in turn may take it up and find out what it is all about.

We are sorry to have interrupted you. Have you finished, Colonel?

Colonel FOX. I believe so. Thank you.

Senator McCARRAN. We will hear from Mr. Swenson, manager of the National Aeronautics Association.

STATEMENT OF LOWELL H. SWENSON, MANAGER, NATIONAL AERONAUTICS ASSOCIATION

Mr. SWENSON. My name is Lowell H. Swenson. I am general manager of the National Aeronautics Association. It is the oldest and largest civil aeronautics organization in the country. We speak for consumers of aviation products and services. I would like to insert in the record a resolution adopted by the board of directors of the National Aeronautics Association. I will read it at this time.

Senator McCARRAN. Very well.

Mr. SWENSON. The following resolution recommending that the civilian pilot training program be continued for the duration and that an aerial R. O. T. C. program be initiated at the close of hostilities, was adopted by the board of directors of the National Aeronautics Association meeting in Washington, January 15:

Whereas it is to the national interest to preserve the existing organization of colleges and flight operators conducting Civil Aeronautics Administration War Training Service programs; and

Whereas the programs should be extended beyond the cessation of hostilities so that there will be a continuing reservoir of trained pilots available at all times; and

Whereas the present Civil Pilot Training Act of 1939 expires on June 30, 1944: Therefore, be it

Resolved, That the present program being conducted by the United States Government be continued for the duration of the war, and that the program be continued after the cessation of hostilities as an Air Reserve Training Corps, and

Digitized by Google

that the Civil Pilot Training Act of 1939, as amended, be further amended to extend the life thereof.

I would like to state that I have just come from Minnesota, where I attended a meeting of the Minnesota National Aeronautic Association. They have 19 chapters and over 2,300 members and they adopted a similar resolution and have instructed me so to advise your committee.

Senator McCARRAN. Very well.

Mr. SWENSON. I would like to make one further point. I concur heartily in the testimony offered by others who appeared before this committee as to the vitally important contribution this program has made to the war effort. I should also like to add, however, that it seems to us as extremely important that the personnel and equipment of these flight operators remain intact in these local community airports so that civil aviation will go forward and make the progress we all expect of it in the post-war years, with the termination of these contracts, without very much notice, and the discontinuance of these accounts and the development of them at community levels will be seriously retarded at the close of the war.

That is all I have.

Senator McCARRAN. Thank you very much for your expression.

The next witness to be heard today is Mr. L. Schroeder, commissioner of aeronautics, State of Minnesota, legislative chairman, National Association of State Aviation Officials.

STATEMENT OF LES SCHROEDER, COMMISSIONER OF AERONAUTICS, STATE OF MINNESOTA, AND LEGISLATIVE CHAIRMAN, NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

Mr. SCHROEDER. On behalf of our department of aeronautics, I wish to concur with the other testimony here in favoring the extension of the civilian pilot training program as provided in S. 1432, particularly in the hope that it may be used for those special purposes in those special times when it may be particularly needed and we believe this is one of those times.

It has been said, I believe, a number of times that the aircraft manufacturers have done the most outstanding job in connection with the war and perhaps second to that is the job that has been done by the domestic air lines. If there is any other job that can compare to these two jobs, I think that it is the job that has been done by the fixed base operators and the colleges, the junior colleges, and universities.

Under C. P. T. they took over a program when there were no other facilities.

The Army and Navy both were attempting to provide for them and I know in our State many of those programs operated under the most extreme difficulties, from nothing more or less than pastures and with little more than sheds as offices, without hangar space and in weather that could be said to be severe at times.

These programs were carried on and the objectives that were required were completed pretty well on time.

The effort to make these facilities adequate until such time as the Army and Navy should be ready became a community effort in our

Digitized by Google

State and in a number of municipalities which have expended considerable funds to provide for the hangar space that was necessary on these little pasture fields and to do such grading as was necessary.

The junior colleges and other educational institutions that were part of the State cooperated in this effort. The State of Minnesota itself expended considerable moneys to provide such fields and to assist the base operators.

I think we all must recognize that in connection with the war, and in view of the fact that a great many of the men are now actually in theaters of operation, that the bases upon which they have been trained quite logically are not as heavily populated as they were when all the men were here and, consequently, facilities are becoming available for training in this field which are perhaps more adequate than the civilian operators could provide and that may very well be the reason for the decision of the Army and the Navy to terminate these civilian programs.

Nevertheless, we feel it is of vital importance that the operations that these men carried on and these facilities that were provided be not lost to civilian aviation and we believe that the medium intended by this bill is a proper medium.

I would like to add one more thing to that in this over-all picture and in our struggle to get ready for the war effort we had any number of instrumentalities exerting themselves to carry on this process of education. The C. A. A., of course, was the most forehanded through the farsightedness of Congress and was providing a very adequate medium but we had any number of other instrumentalities just as sincere in their efforts, but perhaps not as well equipped, not having the same type of personnel available.

Further, the efforts being made by organizations—for example, the Air Scouts, the training that was done and is being done by the American Model Academy—the correct name is the Academy of Modern Aeronautics—among the younger group of boys, the Air Scouts of America, part of the Boy Scouts, Civil Air Control, all organizations of the same type, but none of these organizations were prepared to set a level of performance, one that could be recognized and actually evaluated except the Civil Aeronautics Administration through the C. P. T. program. To lose that, I think, would be very unfortunate.

Now, we realize, all of us, that the transition period may be nearer and the war may not be over, that is certainly true of a certain segment of aviation activity. If we do not carry on, if we are going to cut this off, if we are going to lose the investment the municipalities made in these bases, we are going to lose the advantage of byproducts of the aviation training which has been a certain amount of know-how, trained personnel at the date of fixed operations, facilities they have provided, the airports, the hangars, the aircraft themselves.

These men are being told to return as best they can to civilian occupations, to their training of pilots on the old status, and yet they are faced with the same apparently insurmountable hurdles that are going to require some assistance.

Senator McCarran. At this point I would ask you to pause, as I have to take a long-distance telephone call.

(A recess was taken for 5 minutes.)

Senator McCarran. We will proceed.

Digitized by Google

Mr. SCHROEDER. I had mentioned the hurdles these base operators and colleges face in attempting to make any kind of transition to a normal peacetime activity, or such activity as can be carried on when the war is still in progress. Most of these operators find themselves with very little or no equipment. Their aircraft are owned by Aircraft Defense Corporation and before they can do anything they must again acquire title to some aircraft. If and when they do get title to such aircraft, the next question is gasoline, and whether they can get it.

There is some very serious reason to believe that their gasoline supplies may be curtailed.

If these hurdles of this kind cannot be overcome, it means the civilian plant, that is what the boys are going to return to and what our entire economy is going to return to when the war is over, that is going to be gone, it is going to vanish.

We have before Congress any number of bills designed to protect other types of operation against the impact of peace and in peace to me this is fully as vital. If it was vital in 1938 and in 1939, when the Civilian Pilot Training Act was first inaugurated, it is certainly just as vital now. It is vital to protect our air lines and air manufacturing industry against the impact of peace, and it is certainly most vital to protect these men who made the air lines, made it possible for the air lines to carry out their task, because they trained the pilots in these little pastures that we had available throughout the country.

That is our plea from our State for the continuation of this bill.

Senator MCCARRAN. I understand that Dr. Smith, of the University of Tennessee, has arrived.

Doctor, I understand you are dean of the University of Tennessee.

Mr. SMITH. Yes, sir.

Senator MCCARRAN. The universities and colleges were represented here this morning but we would be glad to have your expression with regard to Senate bill 1432.

STATEMENT OF DEAN F. SMITH, UNIVERSITY OF TENNESSEE

Mr. SMITH. I represent the University of Tennessee and several of the colleges of the State and also the University of Chattanooga, and Maryville College, the University of Tennessee, and the Martin Junior College.

We believe that the future of aviation is very, very promising indeed, from two points of view. One is the aid aviation can give to winning this war and, second, the place of aviation in the peacetime after the war has been won.

At the university we now have 1,200 aviation students and we are very eager to have this continue because it is the backbone of several other programs that we are now developing.

We propose at the university to offer a course in aeronautics, extending over a period of about 2 years, where we will teach people to fly, teach them airport management, traffic management, business administration of airports, and even to the extent of some courses in nutrition regarding the lunch counter at the airport and proper diet for those in transit when they serve meals. That is one project.

We are now about to open a research program on the technique of training teachers for boys to fly. The research is not in flying; it is in the technique of how to teach a boy to fly.

94987—44——4

Digitized by Google

The reason I mention these two things is because this C. A. A. for the war training program is the background for our development in Tennessee.

We believe that the future holds great things for aviation and it is going to be too expensive for many schools to stand all of the burden of running the schools to begin with. It is going to be expensive for very many boys and girls—because we are training some girls to go very far in this aviation training—without some assistance. I am convinced that many of the returning soldiers will want additional training in aviation. Even the pilots that are coming back may not want to continue as pilots but they will want to continue as airport managers or traffic managers or something of that kind, and I am very much convinced that the continuation of this program of the C. A. A. will be of great benefit to the future in the war and in the coming peace if we are going to take our place in the aviation after the war, and if we want to do that we must work at it.

As we know, other countries all over the world are thinking in terms of aviation and unless America thinks of aviation in comparable terms we just won't be able to carry our part of the program of aviation.

I had no prepared paper for presentation as I just got off the train and I came right up here.

Senator McCARRAN. We are very grateful for your coming here. The committee is indebted to you for your presence and your presentation.

The next witness is Mr. Harvey A. Andruss, president, State Teachers College, Bloomsburg, Pa. You may make any statement you see fit with reference to S. 1432.

STATEMENT OF HARVEY A. ANDRUSS, PRESIDENT, STATE TEACHERS COLLEGE, BLOOMSBURG, PA.

Mr. ANDRUSS. Senator McCarran and gentlemen, I represent the American Association of Teachers Colleges, an association of some 200 colleges, whose principal interest is the preparation and training of teachers on both the elementary and the secondary levels.

Senator McCARRAN. Where are those colleges located?

Mr. ANDRUSS. They are located throughout every State of the Union. They also include certain institutions known as normal schools that meet certificate requirements of the various States.

I have one or two points to make but I would first like to record the fact that the American Association of Teachers Colleges, 50 of which have been active in the C. P. T. programs in the past, desire to record their wish and strong desire for the continuation of the act of 1939.

The first speaker this morning, Mr. Hinckley, had a four-point program regarding the future of aviation in this country. The first point was the one he seemed to stress; namely, that of mass aviation education, and I wish to talk about the part of the public school and the institution that trains teachers for the public schools in this program.

I would like to repeat what he said about 22 selected high schools in this country who had embarked on an experimental program to determine whether or not ground- and flight-school training could be given to students of high-school age.

Digitized by Google

One of these schools was located in Pennsylvania at York and our observation was that it was most successful.

I think he also mentioned the fact that 14,000 of the 28,000 high schools in the United States were offering aeronautics instruction under a variety of titles.

Our statistics regarding the number of students now pursuing such courses are not up to date but I would like to present for the record the figures that appear on a pictograph type of representation that appeared in the New York Times of Sunday, April 11, 1943, which indicates very clearly that in cities of 10,000 population the high-school enrollment 2 years ago had decreased 5½ percent and there were decreases in such fields as mathematics, trade and industry, home economics, and chemistry. The only increases shown in subjects were in the fields of preflight aeronautics and physics.

If the American public schools are the place in which democracy is produced and nurtured and aviation is the lifeblood of that democracy, then the teachers in those schools must be trained in order to complete this program and make it effective.

In the State of Pennsylvania we have tried in a very meager way to begin to think about curriculum for the training of high-school teachers. In Pennsylvania the institution which I have in mind was the one selected by the department of public instruction for the purpose of experimenting with a curriculum for the training of teachers of high-school aviation. Our experience was based on a background of having trained 600 or some such figure—600 aviators in different types of programs. One group were C. P. T. enrollees who were taking this course before we entered the war; in other words, civilian students. Fifty were teachers, they were experienced teachers who took this work in the summer or on Saturday.

It seems that we have a national policy of encouraging socially desirable types of education, such as agriculture, home economics, trade and industry, and distributive occupations under legislation that began with the Smith-Hughes Act and has been continued by the George Dean Act.

I can vision the extension of the Civil Pilot Training Act as an enabling type of legislation which may follow a similar pattern for aviation training on the high-school level.

And, if this training is to be made effective both to train high-school youth in the elementary phases of what they may continue to do in the war program or in times of peace, to make this effective some consideration must be given to the problem of training teachers because there will be increasingly large numbers enrolled in this course whether we have a Federal subsidy or not.

The problem of providing flight training for teachers is one that is expensive and if the lessons that we have learned in training agriculture teachers, teachers of home economics, trade and industrial arts, and distributive occupations are the guiding lights that we are to follow, the continuance of the civilian pilot training program is the only method in sight at the present time that will allow us to continue this program and develop it so that it may be effective.

I thank you.

Senator McCarran. Thank you very much for coming here.

The next witness is Mr. Roy W. Elliott, comptroller and coordinator, Municipal University of Wichita.

Digitized by Google

STATEMENT OF ROY W. ELLIOTT, COMPTROLLER AND COORDINATOR, MUNICIPAL UNIVERSITY, WICHITA, KANS., COCHAIRMAN, NATIONAL COMMITTEE OF ASSOCIATION AND DIRECTOR OF REGION 5

Mr. ELLIOTT. I appear before you today as the representative of the colleges in seven Midwestern States in the fifth region—namely, Kansas, Missouri, Colorado, Wyoming, Nebraska, South Dakota, and Iowa.

I have, also, attesting my authority to speak before you, letters from these colleges and they are herewith presented for inclusion in the record.

Senator MCCARRAN. They may be included in the record.

(The list and letters referred to follow:)

The following universities and colleges have given specific authority to Roy W. Elliott to represent them before the senatorial committee on the matter of the reenactment of the Civilian Pilot Training Act of 1939:

Colorado: Colorado State College, Fort Collins.

Iowa:
- Loras College, Dubuque.
- Uuiversity of Dubuque, Dubuque.
- Morningside College, Sioux City.
- Central College, Pella.

Kansas:
- University of Kansas, Lawrence.
- Washburn Municipal University, Topeka.
- Southwestern College, Winfield.
- Kansas State Teachers College, Pittsburg.
- Coffeyville Junior College, Coffeyville.
- Chanute Junior College, Chanute.
- Dodge City Junior College, Dodge City.
- Municipal University of Wichita, Wichita.
- Fort Hays Kansas State College, Hays.

Missouri:
- Kansas City Junior College, Kansas City.
- N. E. Missouri State Teachers College, Kirksville.

Missouri—Continued.
- Wentworth Military Academy, Lexington.
- Central Missouri State Teachers College, Warrensburg.
- Northwest Missouri State Teachers College, Maryville.
- Jefferson College, St. Louis.

Nebraska:
- Hastings College, Hastings.
- Nebraska State Teachers College, North Platte.
- Nebraska State Teachers College, Chadron.
- University of Omaha, Omaha.

South Dakota:
- Yankton College, Yankton.
- Huron College, Huron.
- University of South Dakota, Vermillion.
- Northern State Teachers College, Aberdeen.
- Blackhills Teachers College, Spearfish.

Wyoming: University of Wyoming, Laramie.

The following university has not given authority for representation, but has submitted a statement of views as appended:

Iowa: State University of Iowa, Iowa City.

COLORADO STATE COLLEGE OF AGRICULTURE AND MECHANIC ARTS,
Fort Collins, Colo., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautics Association,
Washington, D. C.

DEAR MR. ELLIOTT: You and Capt. K. A. MacKenzie are hereby authorized to represent Colorado State College of Agriculture and Mechanic Arts at the senatorial hearing on the bill to reenact the Civilian Pilot Training Act of 1939.

We feel that the reenactment of this act, or some similar act, is vital to the future development of aviation in the United States.

Sincerely yours,

I. E. NEWSOM, *Vice President.*

Digitized by Google

LORAS COLLEGE,
Dubuque, Iowa, January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautics Association,
Washington, D. C.

DEAR SIR: This is to authorize you to represent Loras College at the senatorial hearing on proposed bill to reenact the Civilian Pilot Training Act of 1939.

The civilian pilot training program has been very satisfactory here, as well as the War Training Service program carried on under that authorization for the training of naval aviation cadets at Loras College.

Yours very truly,

M. J. MARTIN.

UNIVERSITY OF DUBUQUE,
Dubuque, Iowa, January 28, 1944.

Dr. ROY W. ELLIOTT,
Care of National Aeronautics Association,
Washington, D. C.

MY DEAR DR. ELLIOTT: This is to advise you that the University of Dubuque, Dubuque, Iowa, authorizes yourself and Orik A. MacKenzie to represent it at the senatorial committee hearing concerning the reinactment of the Civil Aeronautics Administration 1939 bill.

Respectfully yours,

H. CLIFFORD FOX,
Dean of the College.

MORNINGSIDE COLLEGE,
Sioux City, Iowa, January 28, 1944.

Mr. ROY ELLIOTT,
Care of National Aeronautics Association,
Washington, D. C.

DEAR MR. ELLIOTT: You and Capt. K. A. MacKenzie are hereby authorized to represent Morningside College's interest in our efforts to secure an extension of the Civilian Pilot Training program as modified in 1939.

Sincerely yours,

T. N. MCCLURE, *Treasurer.*

CENTRAL COLLEGE,
Pella, Iowa, January 31, 1944.

Dr. ROY W. ELLIOTT,
University of Wichita, Wichita, Kans.

DEAR DR. ELLIOTT: I am pleased to know that you will be in Washington for the senatorial hearing on the bill to reenact the Civilian Pilot Training Act.

Will you please use this letter as the authorization for Roy W. Elliott and K. A. MacKenzie to act as the representatives of Central College, of Pella, Iowa, at the hearing.

Sincerely yours,

IRWIN J. LUBBERS, *President.*

UNIVERSITY OF KANSAS,
SCHOOL OF ENGINEERING AND ARCHITECTURE,
Lawrence, January 28, 1944.

Mr. ROY W. ELLIOTT,
Department of Aeronautical Engineering,
Washington, D. C.

DEAR MR. ELLIOTT: In your wire received in this office on January 28, you requested authorization for you and Capt. K. A. MacKenzie to represent this institution at the senatorial hearing on a bill to reenact the Civilian Pilot Training Act of 1939.

This institution desires to do everything within its power to aid the Government in the war effort and further to give all possible assistance in formulating well-laid plans for post-war needs. In this respect we are interested in the

Digitized by Google

continuation of the Pilot Training Act, provided that it will continue to perform an important function in our present war efforts and will help to establish a sound basis for post-war flying activities. We, therefore, authorize you and Captain MacKenzie to represent this university at the senatorial hearing from the standpoint that we are interested in the reenactment of the Civilian Pilot Training Act of 1939, insofar as it performs a necessary function in our present war emergency and tends to establish a sound foundation for post-war aviation planning.

Very truly yours,

H. S. STILLWELL,
Head, Aeronautical Engineering Department.

WASHBURN MUNICIPAL UNIVERSITY,
Topeka, Kans., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: I am hereby authorizing you and Capt. K. A. MacKenzie to represent Washburn Municipal University at the senatorial hearing on bill to reenact the Civilian Pilot Training Act of 1939. We hope you will do all in your power to convince the senators present that reenactment of this act to continue the training in colleges is essential for the future safety and welfare of the Nation.

I am enclosing herewith a copy of the letter which I have sent to our Senators and Congressmen from Kansas.

Wishing you every success, I am,

Sincerely yours,

BRYANT S. STOFFER.

SOUTHWESTERN COLLEGE,
Winfield, Kans., January 29, 1944.

Dr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D C.

DEAR DR. ELLIOTT: This is to certify that you are authorized to represent Southwestern College at senatorial hearing on bill to reenact Civil Pilot Training Act of 1939. Southwestern College is ready to resume civil pilot training. We have complete backing of the city commissioners and assurance of the equipment and maintenance of a first-class airport available for flight instruction. The chamber of commerce is enthusiastically back of the program; the city of Winfield increasingly air minded.

Roy W. Elliott or K. A. MacKenzie are hereby authorized to represent Southwestern College as above outlined.

Cordially yours,

CHARLES E. SCHOFIELD, *President.*

KANSAS STATE TEACHERS COLLEGE,
OFFICE OF PRESIDENT,
Pittsburg, Kans., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aviation Training Association,
Washington, D. C.

DEAR MR. ELLIOTT: We have recently learned that the legislation covering the civilian pilot training activities expires in June of this year. We were in this program almost from its beginning, and feel that we contributed in no small way to our national defense. We believe this is the most democratic way of providing a reservoir of young pilots to meet future emergencies. We would, therefore, urge Congress to provide legislation for the continuation of aviation training in colleges and universities.

We hereby authorize Roy W. Elliott and/or K. A. MacKenzie to represent our institution at a senatorial hearing on the bill to reenact the Civilian Pilot Training Act of 1939.

Yours very truly,

REES H. HUGHES, *President.*

Digitized by Google

THE COFFEYVILLE JUNIOR COLLEGE,
Coffeyville, Kans., January 28, 1944.

Mr. ROY W. ELLIOTT,
National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: This letter is authorization for Roy W. Elliott and/or K. A. MacKenzie to represent Coffeyville Junior College at the senatorial hearing on the bill to reenact Civilian Pilot Training Act of 1939 which expires with the end of this fiscal year, 1944.

Yours very truly,

KARL M. WILSON, *Dean.*

THE CHANUTE JUNIOR COLLEGE,
Chanute, Kans., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR SIR: This is to authorize Roy W. Elliott and K. A. MacKenzie to represent the Chanute Junior College at the senatorial hearing on bill to reenact Civilian Pilot Training Act of 1939.

Sincerely,

W. W. BASS, *Dean.*

DODGE CITY JUNIOR COLLEGE,
Dodge City, Kans., January 29, 1944.

Mr. ROY ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: Either you, or K. A. MacKenzie, are hereby authorized to represent Dodge City Junior College at the senatorial hearing on the bill to reenact Civilian Pilot Training Act of 1939.

Very sincerely yours,

W. H. CRAWFORD, *Dean.*

UNIVERSITY OF WICHITA,
Wichita, Kans., January 29, 1944.

To Whom It May Concern:

This is to certify that Roy W. Elliott, comptroller and coordinator of Civil Aeronautics Administration programs at the Municipal University of Wichita, is authorized to represent the Municipal University of Wichita on matters before the Congress pertaining to the reenactment of the Civilian Pilot Training Act of 1939.

Sincerely,

———— ————.

FORT HAYS KANSAS STATE COLLEGE,
Hays, Kansas.

Mr. ROY W. ELLIOTT,
Washington, D. C.

DEAR MR. ELLIOTT: This is to authorize you and Mr. K. A. MacKenzie to represent the Fort Hays Kansas State College at the senatorial hearing on the bill to reenact the Civilian Pilot Training Act of 1939.

Thank you for serving in this capacity for us.

Most sincerely,

L. D. WOOSTER, *President.*

Digitized by Google

THE SCHOOL DISTRICT OF KANSAS CITY, MO.,
January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: The Junior College of Kansas City, Mo., is interested in continuing the civilian pilot training program and will be glad to have you urge the proper authorities to continue this program.

Respectfully yours,

L. L. TONTON,
Coordinator, Civilian Pilot Training Junior College.

KIRKSVILLE, MO., *January 31, 1944.*

ROY W. ELLIOTT or K. A. MACKENZIE,
Care of National Aeronautic Association,
Washington, D. C.:

Authorize you to represent our school at hearing.

OTTO L. BARNETT,
Coordinator, Northeast Missouri State Teachers College,
Kirksville, Mo.

WENTWORTH MILITARY ACADEMY,
Lexington, Mo., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: This is authority for you or K. A. MacKenzie, national secretary of the Aviation Coordinators, to represent Wentworth Military Academy in requesting Congress to reenact the Civilian Pilot Training Act of 1939.

We believe this bill to be a vital factor in the post-war educational program, and also believe that much of the future civilian aviation training will be much safer in the hands of the educational institutions. Any effort on the part of the military organization of the country to control civilian aviation either in direct charge of the Army, or through Government schools would unquestionably create complications that would not be healthy to either the educational program or to civilian morale.

We believe that the above opinions represent not only the educational institutions in this area as well as Wentworth Military Academy but also a majority of the civilian population who are in position to have studied the matter and have given it any thought.

Very truly yours,

L. B. WIKOFF, *Secretary-Treasurer.*

CENTRAL MISSOURI STATE TEACHERS COLLEGE,
Warrensburg, Mo., January 28, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

MY DEAR MR. ELLIOTT: Either you or Captain MacKenzie are authorized to represent the Central Missouri State Teachers College at the senatorial hearing on the bill to reenact the Civilian Pilot Training Act of 1939.

I am heartily in favor of the civilian pilot training program and I hope that you may have a favorable hearing before the committee.

Sincerely yours,

G. W. DIEMER, *President.*

Digitized by Google

THE NORTHWEST MISSOURI STATE TEACHERS COLLEGE,
Maryville, Mo., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: In all senatorial hearings on the bill to reenact the Civilian Pilot Training Act of 1939, I hereby authorize you and/or K. A. MacKenzie to represent the Northwest Missouri State Teachers College, Maryville, Mo.

I trust that you will do everything possible to secure favorable action to reenact this bill. Please let me know if there is anything further that this college can do in support of the civilian pilot training program.

Yours truly,

UEL W. LAMKIN, *President.*

JEFFERSON COLLEGE,
St. Louis, Mo., January 29, 1944.

To Whom it May Concern:

This letter will authorize Roy W. Elliott and/or K. A. MacKenzie to represent Jefferson College at the senatorial hearing on the bill to reenact Civilan Pilot Training Act of 1939.

PAUL E. WILLIAMS,
Director, Jefferson College.

HASTINGS COLLEGE,
Hastings, Nebr., January 29, 1944.

Mr. R. W. ELLIOTT,
Care of National Aeronautic Association,
Washington, D. C.

DEAR MR. ELLIOTT: This will authorize you or Mr. K. A. MacKenzie or the both of you to represent Hastings College at the scheduled hearing of a bill to reenact the civil pilot training legislation of 1939. I hope that you will be able to present a strong case in behalf of this act. I am sure that it will mean a great deal to the progress and defense of our country.

Sincerely,

WM. M. FRENCH,
President of Hastings College.

CIVIL AERONAUTICS ADMINISTRATION WAR TRAINING SERVICE,
EXTENSION OF (KEARNEY) NEBRASKA STATE TEACHERS COLLEGE,
North Platte, Nebr., January 29, 1944.

Mr. ROY W. ELLIOTT,
University of Wichita, Wichita, Kans.

DEAR MR. ELLIOTT: This letter is to authorize you to represent the Nebraska State Teachers College at the senatorial hearing on the bill to reenact the Civilian Pilot Training Act of 1939.

If it is impossible for you to do so, please have Mr. K. A. Mackenzie of Wentworth Military Academy act as our representative.

Very truly yours,

ROY W. MAYER.

NEBRASKA STATE TEACHERS COLLEGE,
Chadron, Nebr., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care National Aeronautic Association, Washington, D. C.

DEAR MR. ELLIOTT: I hereby authorize you to represent Nebraska State Teachers College, Chadron, at the senatorial hearing on bill to reenact Civilian Pilot Training Act of 1939.

Yours truly,

WILEY G. BROOKS, *President.*

Digitized by Google

THE UNIVERSITY OF OMAHA,
Omaha, Nebr., January 28, 1944.

Mr. ROY ELLIOTT,
In care of National Aeronautics Association,
Washington, D. C.

DEAR MR. ELLIOTT: I am much interested in the committee hearing and sincerely hope that the result will make possible the continuance of a civilian aeronautics program.

Before war development led to taking over training of fliers by the Army and Navy, the University of Omaha had considerable and very successful experience in ground courses under the Civil Aeronautics Administration.

After the war we believe that there will be a real place for training of civilian fliers. Despite the return from the armed services of many highly skilled fliers, the country needs a reservoir of tens of thousands of men made air-minded by even beginning training. We find many of these with beginning training go on to further study of navigation, meterology, etc. Since the University of Omaha has shop facilities and laboratories, we believe that aeronautics courses will have a large place in the engineering division of our college of applied science and in our school of adult education.

We are interested in the continuance of the Civil Aeronautics Administration both because of its Nation-wide service and also because of the opportunity it may offer colleges and universities like ours to cooperate in this service by giving training courses.

Sincerely yours,

ROWLAND HAYNES, *President.*

YANKTON COLLEGE,
Yankton, S. Dak., January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautics Association, Washington, D. C.

DEAR SIR: We shall be happy to have you represent our institution at the senatorial hearing on the bill to reenact the Civilian Pilot Training Act of 1939.

Senator Chandler Gurney of South Dakota is completely conversant with our case. You will find him sympathetic and a powerful influence. I suggest that you contact him for suggested approaches if you have not already done so.

Sincerely yours,

WILLIAM C. LANG,
Acting President.

HURON COLLEGE,
Huron, S. Dak., January 29, 1944.

ROY W. ELLIOTT,
National Aeronautics Association, Washington, D. C.

DEAR MR. ELLIOTT: This letter will authorize you to represent Huron College at the senatorial hearing on bill to reenact Civilian Pilot Training Act of 1939.

We desire that you convey to the committee our interest in the reenactment of this bill, hoping that Congress will act favorably.

Huron College stands ready to respond and is anxious to cooperate in the civilian pilot training program.

Sincerely yours,

GEORGE F. MCDOUGALL, *President.*

UNIVERSITY OF SOUTH DAKOTA,
Vermillion, January 29, 1944.

PROXY

This is to state that the University of South Dakota hereby authorizes Roy W. Elliott and/or Capt. K. A. MacKenzie to represent this institution at the senatorial hearing on a bill to re-enact the Civilian Pilot Training Act of 1939.

I. D. WEEKS,
President, University of South Dakota.

Digitized by Google

NORTHERN STATE TEACHERS COLLEGE,
Aberdeen, S. Dak., January 1944.

Mr. ROY W. ELLIOTT,
Care National Aeronautics Association,
Washington, D. C.

DEAR MR. ELLIOTT: Northern State Teachers College, Aberdeen, S. Dak. hereby authorizes Roy W. Elliott of the Municipal University, Wichita, Kans., and/or Capt. K. A. MacKenzie of Lexington, Mo., to represent said Northern State Teachers College at all congressional committee hearings on reenactment of the Civilian Pilot Training Act of 1939.

Respectfully submitted,

N. E. STEELE, *President.*

SPEARFISH, S. DAK., *January 30.*

ROY W. ELLIOTT,
National Aeronautics Association,
Washington, D. C.

This institution authorizes Roy Elliott or Captain MacKenzie to represent same at Senate hearing on bill to continue civilian pilot training program.

RUSSELL E. JANAS,
President, Black Hills Teachers College.

THE UNIVERSITY OF WYOMING,
COLLEGE OF ENGINEERING,
Laramie, Wyo., January 31, 1944.

Mr. ROY W. ELLIOTT,
Washington, D. C.

DEAR Mr. ELLIOTT: Having learned that there is to be a hearing by a committee of the Senate on a bill to reenact the Civilian Pilot Training Act of 1939, President Morrill has asked me to request you to represent the interests of the University of Wyoming at the hearing on February second. In your absence we ask that Capt. K. A. Mackenzie act in this capacity.

Very sincerely,

(s) R. D. GOODRICH, *Dean,*
Coordinator, Civil Aeronautics Administration, War Training Service.

THE STATE UNIVERSITY OF IOWA,
Iowa City, January 29, 1944.

Mr. ROY W. ELLIOTT,
National Aeronautics Association, Washington, D. C.

DEAR MR. ELLIOTT: I am in receipt of your telegram of January 28th, asking for a letter authorizing either you or Captain MacKenzie to represent this institution at a senatorial hearing on the bill to re-enact the Civilian Pilot Training Act of 1939.

The policy of this school is such that normally we cannot grant authority to any person not on the university staff to represent the school at a hearing such as the one you will attend.

I am, however, writing you a letter expressing the sentiment of this school in regard to the Civilian Pilot Training Act which you may use in presenting your case for the civilian pilot training program at the senatorial hearing.

You may be assured that we are definitely interested in favorable legislation in this instance.

Very truly yours,

ELMER C. LUNDQUIST,
Assistant Professor in Aeronautics.

Digitized by Google

THE STATE UNIVERSITY OF IOWA,
Iowa City, January 29, 1944.

Mr. ROY W. ELLIOTT,
Care of National Aeronautics Association, Washington, D. C.

DEAR MR. ELLIOTT: The University of Iowa is definitely interested in the re-enactment of the Civilian Pilot Training Act of 1939.

We have both the educational and the airport facilities at this school to conduct an efficient pilot-training program. It is our feeling that we have contributed materially to the war effort through the pilot-training programs which we have conducted to date under the authority of the Civilian Pilot Training Act of 1939.

We have acquired valuable experience in conducting a program of this nature and we have built up a competent staff to handle the training. In view of these facts, it is felt that this type of training should not be discarded; and, therefore, that it would be an asset to this country if the Civilian Pilot Training Act of 1939 were re-enacted to permit the continuance of some form of pilot training at this university.

When you appear at the senatorial hearing on the bill to re-enact the Civilian Pilot Training Act of 1939, we urge that you emphasize the importance of the role the colleges in this country have played in training pilots under the authority of the original bill. We further urge that you recommend the re-enactment of this act so colleges throughout the country may continue with pilot training in some form that will be to the advantage of the war effort.

Very truly yours,

ELMER C. LUNDQUIST,
Assistant Professor in Aeronautics.

Mr. ELLIOTT. There are 30 of these letters from colleges, at least one in each State and several from other States.

I would like to call your attention to the fact that there is one letter from an institution which cannot delegate authority to anyone not on its staff but they include a letter expressing their desire to back the purposes of this meeting.

All of these colleges have participated at one time or another in these flight-training programs. Some are those that were dropped a year ago when the type of training was changed at the direction of the Army and Navy and others were assigned air crew units of the Air Corps and have done a creditable job in the furthering of the preparation of cadets in the basic college courses. Many of these latter are now being discontinued.

There were 43 schools in this region in September 1942 who were conducting the training of the C. A. A.

Senator MCCARRAN. How long prior to the war, if you can answer this question, have these schools been engaged in civilian pilot training, if at all?

Mr. ELLIOTT. The University of Kansas was one of the beginning trial schools in 1938, 1939. The university which I represent came into the picture in a group the first of the next year and we have been training straight through since then.

At our institution we have trained close to 700 students and pilots, not including the Air Corps cadets.

Senator MCCARRAN. As a matter of curiosity, have you ever followed up that 700 to see how many screened into military service?

Mr. ELLIOTT. At various times we have, but I am not familiar with the exact number, but pre-Pearl Harbor, I think we had somewhere in the neighborhood of 25 to 30 percent and the balance of them were working in airplane factories in Wichita and doing a fine piece of work in the engineering departments because of their flight training.

The respect we have gotten—those of us who have put a great deal of work into this in the last few years—has come from the young men

Digitized by Google

who have returned to our campuses after going on with their work and expressing their appreciation for the services which we rendered to them. I have had one young man back from the Mediterranean theater who has been decorated and who came back to Wichita and made the trip out to our institution just to say hello and express his appreciation of the work done.

Senator McCARRAN. There was a little illustration given here this morning that struck me quite forcibly.

A boy had been decorated for bravery and for acting in an emergency when, as a matter of fact, he was not in the Air Corps, he was in another branch of the service but his training given to him through the civilian pilot training courses, that had been given at the institution he attended, gave him such knowledge and ability that at the time of stress and emergency he did take a plane and rendered great service in the welfare of thousands of lives of his fellows. This was true although he had evidently not been screened into the Air Corps at all at his induction into military service.

To my mind that was a striking thing and it is only one of thousands of cases of similar kind that perhaps do not stand out by reason of the fact that the boy is decorated, but would stand out if they were known to the public.

The boys, although taken into an entirely different branch of the service, have that training background and they can in a moment of emergency pilot a plane at a time when it may be of the greatest service.

It is a striking thing and worthy of recognition.

Mr. ELLIOTT. Along that line, may I pay tribute to one of the first boys who went through the 30 unit in our institution to lose his life flying in the Pacific theater in the first few months of the war, and may I likewise pay tribute to the son of the very good gentleman here, Mr. Clarence Mooney, who went through the training at Wentworth Military Academy, Lexington, Mo., and was one of the early boys out in the Pacific and he lost his life in China. These two boys were especially fine American youths and they got their start through the college work and did a wonderful piece of work for this country.

We appreciate the opportunity, Senator, of appearing before your committee to urge the continuance of the Civilian Pilot Training Act of 1939 and the continued fostering of civilian operation through universities and colleges.

I summarized a few general points here which I believe during the course of the morning and from the testimony to follow will be emphasized more in detail by others.

We believe that the universities and colleges have contributed materially to the common good of the Nation in training thousands of young men and this has been done economically and efficiently, and the training of pilots through the war has been extended and vitally assisted by the work of C. A. A. and the civilian pilot training and the War Training Service which followed.

Secondly, the colleges have developed both educational and airport facilities to conduct efficient pilot training programs.

Third, we have acquired valuable experience and have built up well-trained and competent staffs.

Fourth, this training has been a means of helping to keep many of these universities and colleges open so that they might continue to

Digitized by Google

serve the reduced number of civilian students and keep alive these essentially American institutions.

We believe the continuation of this program in the colleges not only assists in the successful prosecution of the war but also has the additional advantage of providing the facilities for training at the close of the war.

We believe for the good of the Nation a constant stream of young men must be trained for flight for many years to come and the past 4 years has shown the ability of the colleges to take on an entirely new field, that of flight training, and we believe that the colleges and universities have earned the right to some form of pilot training program after this war, and to make this possible we believe that they must be allowed to continue some type of training to keep these facilities in operation.

As a result of those discussions which came out of the meetings which have been held in the fifth region, I present for the record and have here a resolution adopted by that fifth region of the National Association of Colleges and Universities in Aviation Training at Kansas City, Mo., January 22, 1944:

Be it resolved, That the present program being conducted by the United States Government be continued for the duration of the war, and that the program be continued after the cessation of hostilities as an air reserve training corps, and that the Civil Pilot Training Act of 1939, as amended, be further amended to extend the life thereof.

ROY W. ELLIOTT,
Director, Fifth Region.
K. A. MACKENZIE, *Secretary.*

If I may speak for a moment about our own experiences at Wichita, I would like to continue.

We, as you know, are in the heart of some of the manufacturing. There are four large plants turning out some marvelous equipment. Our city is extremely air-minded and it has been quite a sudden blow to us, Senator, if I may say so, the cessation of the air crew, air-line institution, particularly, and I speak at this point for my president, Mr. William R. Jardin, particularly since we have been given an exceedingly high rating by the Western Flying Command. We are No. 2 in a group of colleges that were rated in October.

It came as a distinct surprise and shock that we should be one of those removed from the list to continue training. All the other colleges in Kansas except one were likewise removed. My president has instructed me to try to find out the basis upon which those schools were removed and, before I leave here, I hope that I may have the answer as to what was the basis for determining which schools stand and which do not.

Even though this Congress does not continue to help finance this program, we at the University of Wichita will probably continue some type of training. We will not be able, however, to train many youth who, because of lack of finances, might be better qualified than those who do have funds to do so.

We are setting up a post-war program similar to that mentioned by others here this morning. We have three distinct phases.

Senator MCCARRAN. You touched on something there that has impressed me for a long time. I do not think any of us would ever want this training to get into the category of being only a luxury. In other words, we do not want to get into a position where only the

Digitized by Google

wealthy could enjoy the training. For that reason, Congress is looking seriously at this matter to the end that aptitude and ability in the youth of the land, regardless of the individual ability to finance their training, that aptitude and ability may be looked to for the benefit of the Nation, not only in time of war but in time of peace.

If this Nation is to go on, and God forbid it wouldn't, we are going to have to be more of a commercial nation than we have ever been in the past in order that our commodities produced here may get into the markets of the world.

With that in mind, we will have to compete with the aviation activities of other nations of the world in the lines of commerce.

I make the statement because for a long time it has been on my mind. I do not want it ever to get to the point where the poor boy working his way through, who has ability, will be in a position where he will say that he cannot take the training because he has not got the money to pay for the course.

Mr. ELLIOTT. I appreciate that point of view, Senator.

I will take just a moment to outline what we expect to do.

We are now running a 4-year course of aeronautic engineering, pilot-training work similar to that done in the past, and administrative aeronautics courses in three parts—airport management, manufacturing, and transportation.

We expect to insist upon the students who take these courses in having some flight in order that they may better understand what they are learning.

May I urge in behalf of my association, region 5, the passage of the act we have under consideration and what will necessarily eventually go with the appropriations to carry on some type of work?

Senator MCCARRAN. Thank you very much. We appreciate your being here.

The next witness is Frederic S. Kline, coordinator, Franklin and Marshall College, Lancaster, Pa.

STATEMENT OF FREDERIC S. KLINE, COORDINATOR, FRANKLIN AND MARSHALL COLLEGE, LANCASTER, PA., DIRECTOR, REGION 1, AND COCHAIRMAN, NATIONAL ASSOCIATION OF C. A. A.-W. T. S. COORDINATORS

Mr. KLINE. I am here as president of the association, coordinator, region 1, and as coordinator and ground instructor of Franklin and Marshall College.

Senator McCarran, and gentlemen of this committee; I wish to present for the record a resolution which was adopted by unanimous vote on November 20, 1943, by the Association of C. A. A., W. T. S., Coordinators, region 1, as follows:

Whereas we believe the results of the Civil Aeronautics Administration pilot training programs have been definitely valuable in the pre-war and present war periods; and

Whereas pilot training programs should be extended beyond the cessation of hostilities so as to assure a continuing reservoir of trained pilots available at all times; and

Whereas the present Civil Pilot Training Act of 1939 expires on June 30, 1944: Therefore be it

Resolved, That civilian facilities for pilot training should be continued in use to their fullest extent, and that said Civil Pilot Training Act of 1939, as amended, be further amended to extend the life thereof.

Digitized by Google

Briefly, I will say this represents 75 colleges in region 1, and it confirms their belief in the valuable results of the C. P. T. program in the past and contains their resolution recommending it be continued in the future.

I would like to speak briefly as a coordinator and ground instructor in connection with the contact which I have had with the program in the past 5 years. I would like to sketch briefly the past history of this program in the days of 1939 and the very peculiar bedfellows that were put together, the flight operators, and educational institutions, and governmental agency, the C. A. A. to standardize and organize an entirely new program.

I might say now it is a tremendous tribute to the plan of Mr. Hinckley in the past that the college presidents, and colleges which are normally very conservative institutions and do not as a rule adopt new plans easily, have seen so much benefit from this program, as has been testified by representatives of the colleges, college presidents who have testified as they have today. Many of them were skeptical in 1939 as to this combination of three unknown quantities.

In 1939 some 600 colleges and airports became acquainted with each other in various communities and thousands of young men in colleges discovered that aviation could be a career instead of simply an amusement or luxury, as they had thought it was going to be. Men who never knew its possibilities became eventually air pilots, flight instructors, became interested in airport administration, and they became military pilots.

In reference to remarks just made a moment ago, in our first class in 1939 we had 30 young men. Twenty-two of those young men entered aviation careers; they became ferry pilots; some became flight instructors; several of them ran airports, became airport operators; and a great many of them went into military service where they probably in the past had no previous thought along those lines.

A very large proportion of those men went to college and expected to enter business or to enter the professions and they discovered through the C. P. T. program that aviation was a career and they found what they thought they never had before, a certain qualification for it.

I might add what has already been known perhaps before, that 19 of Jimmy Doolittle's pilots who bombed Japan had C. P. T. training which was a tribute to the work done.

The program was elastic, as you know, and it trained pilots, high-school teachers, it recruited for the Army and Navy, it did any particular job it was called upon to do in connection with aviation, and I have often speculated as to what the position of the United States might have been at the present time if there had been no war with the start we had in aviation in 1939. The chances are that this program would have put America at the present time in the forefront of aviation throughout the world.

So much for the general past.

We can look briefly at what we have at the present time in the immediate situation. We have or have had up to recently airports doing elementary flight training for the Army and Navy. They are not pretending to make military pilots. They are doing a preliminary and absolutely essential job of training pilots. Namely, they are seeing to it that every young man who plans to enter military

Digitized by Google

aviation first learns how to fly. It serves somewhat the same purpose as a preliminary physical examination.

If a man is not qualified to fly, why should the service take their time and money in finding out when it can be found out at a very low cost through existing civilian facilities? Personally, I think it might be a very fine thing if every month 6,000 young men could be turned over to the Army or Navy, if four or five thousand were needed, with the statement that all these men could fly. Perhaps they could not fly well enough to make military pilots, but that would be your job. We, on the other hand, would feel reasonably sure that you would not waste your time in finding out if they are going to get sick, not going to waste your time in finding out whether they would be hopelessly tense at the controls, and you would not waste your time in finding out they are physically not qualified. This to me would seem a logical way of doing it.

The recent decision of the Army and Navy was based on, no doubt, excellent reasons of those authorities but that has been what we have been doing during the war period.

Under the program, no new planes are to be bought to find out those things, no new barracks have to be built, no military personnel have to be used. For less than $500, colleges and airports can turn out pilots, piles of them, ideal material for combat training.

Colleges, as has been said, made aviation education a part of recognized college work. We have, in other words, built up a great civilian agency which geared schools into the war effort.

Briefly, let us look at what the future picture might be. Young men are undoubtedly going to build the future word, not the older men, and if the future world is going to be an air-age world, the young men are going to make it that kind of world, and most of these young men are going to come through these colleges. They will go through colleges planning a career in South America, in American business, or Europe or some part of the world, as college men do. Not all will it be an air career, but perhaps in connection with administration, perhaps in connection with the many ramifications of an air-line operation, perhaps in connection with the business end of aviation sales or various other phases.

Should we in the United States at this time help them to participate in this program, or should we allow a well organized inexpensive plan to collapse? I think it has been made definitely clear that favorable support for the renewal of this act is very generally felt in this meeting today.

I feel personally two specific things might be done with the program if it is renewed; one for the duration of the war and one in peacetime. I think these points should be kept in mind.

During the duration of the war I believe this program should be maintained to continue to do everything possible in connection with preliminary training for the Army and Navy.

As I have said, the Army and Navy believes somewhat differently and I am expressing a personal view rather than a belief of any group. I believe flying is no military secret and I think to fly is not something that should be restricted. To teach people to fly could be taught by many; I can teach people to fly, and there are perhaps 20 people in this room who could teach others to fly. I do not believe it necessary

94987—44——5

Digitized by Google

that information should be given only by military agencies, I believe it could be done by other agencies. I think it can be done by this group and I would like to see it continued. This group has been doing it for 5 years, has been in flight training for 5 years and some of them longer than that and they will continue to do it. Whether the pilots become military pilots or commercial pilots depends on a state of war or peace.

At the conclusion of the war or during the peacetime days, I believe that colleges could select a certain proportion of properly qualified, academically and physically qualified young men, who should have the opportunity of learning how to fly. I think it is quite possible they might be enrolled in preliminary reserve while they take that training, so in the event of an additional demand the reserves could be called upon.

In brief, I believe if we are going to be in this country first in the air in the future, this is the best and most democratic way to do it.

The agencies here can be used, the groundwork has been done, the organization is set up, the future is still to be decided.

Thank you very much for the privilege of being heard.

Sen. McCarran. Thank you for your presentation.

The next witness is Dr. Howard W. Barlow, Head, Aeronautical Engineering Department, and Coordinator Agricultural and Mechanical College of Texas, Director, Fourth Region.

STATEMENT OF HOWARD W. BARLOW, HEAD, AERONAUTICAL ENGINEERING DEPARTMENT, AND COORDINATOR AGRICULTURAL AND MECHANICAL COLLEGE OF TEXAS; DIRECTOR, FOURTH REGION

Mr. Barlow. The National Association of Colleges and Universities on Aviation Training, fourth Civil Aeronautics Administration region (Texas, Louisiana, Oklahoma, New Mexico, and Arkansas) on January 22, 1944, at Fort Worth, Tex., has authorized me to represent the viewpoint of the colleges and universities in that region on the subject of the reenactment of the Civilian Pilot Training Act at the hearing before the appropriate committee of the United States Senate.

I am the duly elected director of the association in that region.

The resolution which I will read was passed unanimously at this meeting of the association and represents, without exception, the unanimous opinion of the members representing their educational institutions at this meeting.

There are being submitted letters and telegrams from interested colleges and universities in the fourth Civil Aeronautics Administration region emphasizing this authority to represent them at such hearings.

I will also file a list of institutions and organizations which are on the mailing list of the association and which have been at one time or another members of it. All of these have been notified of the above action and resolution and no dissenting opinions have been received.

(The resolution referred to follows:)

Whereas we believe the results of the Civil Aeronautics Administrative pilot-training programs have been definitely valuable in the pre-war and present war periods; and

Digitized by Google

Whereas pilot-training programs should be extended beyond the cessation of hostilities so that there will be a continuing reservoir of partially trained pilots available at all times; and

Whereas the present Civil Pilot Training Act of 1939 expires on June 30, 1944: Be it

Resolved, That the Civil Pilot Training Act of 1939, as amended, be further amended to extend the life thereof, or that a similar act be passed which will continue the use of the college facilities and flight operators and that such action should be taken by the Congress of the United States at the earliest possible date.

Passed unanimously at the fourth Civil Aeronautics Administration region meeting of the National Association of Colleges and Universities on aviation training, held January 22, 1944, at Fort Worth, Tex.

(The list, letters, and telegrams referred to are as follows:)

JANUARY 29, 1944.

COORDINATORS OF CIVILIAN PILOT TRAINING SERVICE, FOURTH REGION

Robert E. Crump, Arkansas Agricultural and Mechanical College, Monticello, Ark.
H. E. Eldridge, Arkansas State College, Jonesboro, Ark.
A. S. Turner, Arkansas Polytechnic College, Russellville, Ark.
G. D. Estes, Arkansas State Teachers College, Conway, Ark.
Wendell H. Hill, El Dorado Junior College, El Dorado, Ark.
James W. Reynolds, Fort Smith Junior College, Fort Smith, Ark.
S. C. Powers, Henderson State Teachers College, Arkadelphia, Ark.
D. W. Bowman, Hendrix College, Conway, Ark.
Stewart Springfield, John Brown University, Siloam Springs, Ark.
John C. McGinnis, Junior Agricultural College of Central Arkaknsas, Beebe, Ark.
E. Q. Brothers, Little Rock Junior College, Little Rock, Ark.
Leonard Price, Ouachita College, Arkadelphia, Ark.
Charles A. Overstreet, State Agricultural and Mechanical College, Magnolia, Ark.
G. P. Stocker, University of Arkansas, Fayetteville, Ark.
Thomas L. Smith, the College of the Ozarks, Clarksville, Ark.
Claude Hamel, Centenary College of Louisiana, Shreveport, La.
W. O. Swan, Louisiana College, Pineville, La.
Roy T. Sessums, Louisiana College, Ruston, La.
H. J. Colvin, Louisiana State Normal College, Natchitoches, La.
C. C. Colvert, Northeast Junior College, Monore, La.
G. G. Hughes, Southwestern Louisiana Institute, Lafayette, La.
Floyd D. Golden, Eastern New Mexico College, Portales, N. Mex.
B. D. Roberts, New Mexico Normal University, Las Vegas, N. Mex.
Daniel B. Jett, New Mexico State College of Agriculture and Mechanical Arts, State College, N. Mex.
J. R. Besse, New Mexico State Teachers College, Silver City, N. Mex.
C. E. Needham, New Mexico School of Mines, Socorro, N. Mex.
M. E. Farris, University of New Mexico, Albuquerque, N. Mex.
Emily B. Smith, Altus Junior College, Altus, Okla.
William I. Dykes, Cameron State Agricultural College, Lawton, Okla.
Cliff R. Otto, Central State Teachers College, Edmond, Okla.
S. P. Kratz, Conner's State Agricultural College, Warner, Okla.
O. L. Parker, East Central State College, Ada, Okla.
Paul R. Taylor, El Reno Junior College, El Reno, Okla.
I. H. Walton, Eastern Oklahoma Agricultural and Mechanical College, Wilburton, Okla.
Bennie A. McElyea, Kiowa County Junior College, Hobart, Okla.
Fred Mouck, Murray State School of Agriculture, Tishomingo, Okla.
John N. Cameron, Northwestern State College, Alva, Okla.
Sabin C. Percefull, Northeastern Junior College, Miami, Okla.
George W. Whiteside, Oklahoma Agricultural and Mechanical College, Stillwater, Okla.
L. E. Solomon, Oklahoma Baptist University, Shawnee, Okla.
W. H. Meigs, Oklahoma City Junior College, Oklahoma City, Okla.
B. C. Brous, Oklahoma City University, Oklahoma City, Okla.
H. Clay Park, Oklahoma Military Academy, Claremore, Okla.
W. A. Rutledge, Okmulgee Junior College, Okmulgee, Okla.

Digitized by Google

C. E. Abraham, Panhandle Agricultural and Mechanical College, Goodwell, Okla.
J. C. Shirley, Phillips University, Enid, Okla.
H. B. Kinseley, Sapulpa Junior College, Sapulpa, Okla.
John W. Patterson, Southeastern State College, Durant, Okla.
J. C. M. Krumtum, Southwestern State College of Diversified Occupation, Weatherford, Okla.
J. O. Shaw, Tillman County Junior College, Frederick, Okla.
R. V. James, University of Oklahoma, Norman, Okla.
R. L. Langeheim, University of Tulsa, Tulsa, Okla.
H. W. Threlkeld, University Preparatory School and Junior College, Tonkawa, Okla.
L. R. Battles, Wetumka Junior College, Wetumka, Okla.
R. R. Russell, Woodward Junior College, Woodward, Okla.
H. H. Lewis, Abilene Christian College, Abilene, Tex.
G. R. Tatum, Baylor University, Waco, Tex.
C. F. Schmidt, Blinn College, Brenham, Tex.
E. C. Dodd, Brownsville Junior College, Brownsville, Tex.
R. N. Cluck, Cisco Municipal Junior College, Cisco, Tex.
William B. Wilkerson, College of Marshall, Marshall, Tex.
O. B. Archer, Lamar College, Beaumont, Tex.
E. L. Harvin, Corpus Christi Junior College, Corpus Christi, Tex.
J. B. M. Holloway, Daniel Baker College, Brownwood, Tex.
George W. Kibler, East Texas State Teachers College, Commerce, Tex.
H. A. Hodges, Edinburg Junior College, Edinburg, Tex.
John Henry Parker, Gainesville Junior College, Gainesville, Tex.
J. E. Burnam, Hardin-Simmons University, Abilene, Tex.
George N. Crutsinger, Hardin Junior College, Wichita Falls, Tex.
L. W. Hartsfield, Hillsboro Junior College, Hillsboro, Tex.
Z. T. Huff, Howard Payne College, Brownwood, Tex.
E. A. Blanchard, John Tarleton Agricultural College, Stephenville, Tex.
S. L. Canterbury, Kilgore Junior College, Kilgore, Tex.
C. E. Peoples, Lon Morris College, Jacksonville, Tex.
Theron J. Fouts, North Texas State Teachers College, Denton, Tex.
Burton Mason, Paris Junior College, Paris, Tex.
W. T. Walton, Range Junior College, Range, Tex.
Rev. John J. Lane, St. Edward's University, Austin, Tex.
Dr. Louis P. Thein, St. Mary's University, San Antonio, Tex.
Joe E. Kirk, Sam Houston State Teachers College, Huntsville, Tex.
W. H. Elkins, San Angelo College, San Angelo, Tex.
J. E. Nelson, San Antonio Junior College, San Antonio, Tex.
T. M. Hammond, Schreiner Institute, Kerrville, Tex.
D. D. Giles, Stephen F. Austin State Teachers College, Nacogdoches, Tex.
E. H. Flath, Southern Methodist University, Dallas, Tex.
I. J. McCook, Southwestern University, Georgetown, Tex.
J. N. Roady, Southwest Texas State Teachers College, San Marcos, Tex.
V. J. Smith, Sul Ross State Teachers College, Alpine, Tex.
Conrad Vernon, Temple Junior College, Temple, Tex.
B. W. Musgraves, Texarkana College, Texarkana, Tex.
Prof. Howard W. Barlow, Agricultural and Mechanics College of Texas, College Station, Tex.
Cortell Holsapple, Texas Christian University, Fort Worth, Tex.
Emerson Korges, Texas College of Arts and Industries, Kingsville, Tex.
John W. Kidd, Texas College of Mines and Metallurgy, El Paso, Tex.
A. C. Strong, Texas Lutheran College, Seguin, Tex.
Robert P. Vail, Texas Technological College, Lubbock, Tex.
Walter R. Glick, Texas Wesleyan College, Fort Worth, Tex.
F. L. Wear, Trinity University, Waxahachie, Tex.
E. A. Lauver, Tyler Junior College, Tyler, Tex.
H. L. Kent, Jr. (private phase), University of Texas, Austin, Tex.
V. L. Doughtie (secondary phase), University of Texas, Austin, Tex.
J. N. Crawford, Victoria Junior College, Victoria, Tex.
G. W. McDonald, Wayland Baptist College, Plainview, Tex.
R. P. Jarrett, West Texas State Teachers College, Canyon, Tex.
Naasson K. Dupre, University of Houston, Houston, Tex.
Charles N. Wunder, University of San Antonio, San Antonio, Tex.
Russell S. Johns, Westminster College, Tehuacana, Tex.
George A. Whetstone, Amarillo Colllege, Amarillo, Tex.
R. G. Mers, McMurry College, Abilene, Tex.
M. C. Stone, North Texas Agricultural College, Arlington, Tex.

Digitized by Google

STILLWATER, OKLA., *February 1, 1944.*

Prof. H. W. BARLOW,
Care Raleigh, Washington, D. C.:

In support of resolution passed at the region 4 National Association of Colleges engaged in pilot training at Fort Worth, Tex., December 22, 1943. You are authorized to represent this institution at a Senate hearing in regard to the accomplishment of the Civil Aeronautics Administration War Training Service in schools and to urge the extension of the Civilian Pilot Act of 1939 as amended to the end that the use of the facilities of this and other interested institutions may be utilized in the training of pilots.

HENRY G. BENNETT, *President,*
Oklahoma Agricultural and Mechanical College.

EDMOND, OKLA., *January 28, 1944.*

Dr. HOWARD W. BARLOW,
Coordinator, Civil Aeronautics Administration-War Training Service program, Agricultural and Mechanical College.

It is my understanding that you were appointed as a special representative by the coordinators in the Civil Aeronautics Administration-War Training Service program that met at Fort Worth, January 22, to represent that body before a Senate hearing on the reenactment of the Civilian Pilot Training program in Washington next week. This wire is your authorization to represent Central State College, Edmond, Okla., at this hearing.

DR. R. R. ROBINSON, *President, Central State College.*

CONWAY, ARK., *January 29, 1944.*

Dr. HOWARD W. BARLOW,
Texas Agricultural and Mechanical College:

Arkansas State Teachers College authorizes Dr. Howard W. Barlow, College Station, Tex., to represent this institution at Senate committee hearing on continued operations, Civil Aeronautics Administration, War Training Service.

NOLEN M. IRBY, *President.*

TONKAWA, OKLA., *January 29, 1944.*

Dr. HOWARD W. BARLOW,
Texas Agricultural and Mechanical College:

Authorize you to represent Northern Oklahoma Junior College, Senate committee hearing on aviation.

LOREN N. BROWN, *President.*

ARKADELPHIA, ARK., *January 29, 1944.*

Dr. HOWARD W. BARLOW,
Care Hotel Raleigh, Washington, D. C.:

We are requesting and authorizing you to represent us at the United States Senate hearing. Take whatever action you may deem necessary for the proper handling of our programs.

LEONARD PRICE, *Coordinator and State Director.*

ARKADELPHIA, ARK., *January 31, 1944.*

Dr. HOWARD W. BARLOW,
Raleigh Hotel, Washington, D. C.:

Henderson State Teachers College desires to be included among colleges in region 4 Civil Aeronautics Administration War Training Service for which you speak in Washington.

MATT L. ELIS, *President.*

Digitized by Google

SHAWNEE, OKLA., *January 29, 1944.*

Dr. HOWARD W. BARLOW:
Hold for arrival Raleigh Hotel, Washington, D. C.

You are authorized to represent Oklahoma Baptist University in urging continuance of program using colleges for flight training. We feel that the best interests of the Nation will be served by continuation of civilian training program.

JOHN WESLEY RALEY, *President.*

AUSTIN COLLEGE.
Sherman, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR SIR: This is a letter of authority to represent Austin College of Sherman, Tex., and to represent me personally as the chief officer of Austin College and coordinator of civil pilot training of Austin College at the hearing in regard to amending the present Civilian Pilot Training Act of 1939 which expires on June 30, 1944.

Yours very truly,

/s/ GEORGE L. LANDOLT,
Vice President, Coordinator Civilian Pilot Training, War Training Service.

SOUTHERN METHODIST UNIVERSITY,
Dallas, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DOCTOR BARLOW: I have talked with Dr. David Starr concerning the regional meeting in Fort Worth, and he tells me that you are in Washington and will appear before the Senate hearing on the Civil Aeronautics Administration War Training Service program. Because of your experience and good judgment, I should like for you to represent Southern Methodist University at this hearing.

I am sending a copy of this letter to Senators Connally and O'Daniel and to Congressman Sumners.

With best wishes personally, I am

Sincerely yours,

UMPHREY LEE, *President.*

TEXAS CHRISTIAN UNIVERSITY,
Fort Worth, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW. Inasmuch as it will be impossible for me to be present at the hearing before the Senate committee next Wednesday, I shall appreciate it very much if you will speak for me at that time. You know, I am sure, that as coordinator of the Civil Aeronautics Administration War Training Service program here I have been authorized to speak for the University concerning this work.

Texas Christian University does not desire to put any selfish claims before Congress; we are glad to have been of service in aviation and to have made a significant contribution in this part of the war effort. We believe that we are strategically located to work in aviation; if the Federal Government desires to make use of our facilities by continuing the Civil Aeronautics Administration War Training Service contracts, we shall be happy to serve.

The future of aviation is a matter of interest to us. Certainly we do not feel qualified to judge the needs or the nature of the training required by the military forces. We have been working through some time with the Navy; we have been led to believe our work has delivered satisfactory results. It seems to us that for the general development of post-war aviation something similar to the old civilian pilot training extra-curricular program might well be revived.

Yours very truly,

CORTELL K. HOLSAPPLE,
Coordinator, Civil Aeronautics Administration War Training Service.

Digitized by Google

AGRICULTURAL AND MECHANICAL COLLEGE OF TEXAS,
College Station, Tex., January 28, 1944.

Hon. PATRICK A. MCCARRAN,
United States Senator, Washington, D. C.

MY DEAR SENATOR MCCARRAN: The bearer of this communication, Prof. Howard W. Barlow, is authorized to speak the viewpoint of the Agricultural and Mechanical College of Texas on the question of extending the life of the Civilian Pilot Training Act of 1939, which I understand your committee has under consideration in S. 1432.

We believe that this act has served the Nation well, and hope that your committee may recommend an extension of it.

Very truly yours,

F. C. BOLTON,
Acting President.

LITTLE ROCK PUBLIC SCHOOLS,
Little Rock, Ark., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW: Please consider this a request, and if accepted, an authorization to represent the Little Rock Junior College at any public Senate committee hearing on matters of continuance of service of the Civil Aeronautics Administration through the facilities of educational institutions at the collegiate level.

The Little Rock Junior College is operated, and considered as a part of the regular public school program, and we are keenly interested in a continuance of the use of its facilities for aviation training. We sincerely believe that a continuation of this training at the collegiate level will make a definite contribution to the welfare of the country that will carry over into the Post-War period.

Very truly yours,

R. T. SCOBEE, *Superintendent.*

TEXARKANA, TEX., PUBLIC SCHOOLS,
Texarkana, Tex., January 29, 1944.

To Whom it May Concern:

The Texarkana College is authorizing and requesting Dr. Howard W. Barlow to represent its interest in calling upon Congressmen and Senators from Texas in connection with the training of personnel for the various services of the armed forces of the United States, and in particular in bringing to the attention of the Congressmen and the Senators the facilities of the Texas colleges and of the Texarkana College in particular toward this training.

The Senators and the Congressman from this district are requested to give a hearing to Dr. Barlow in the interest of the Texarkana College.

H. W. STILLWELL,
President, Texarkana College.

SCHREINER INSTITUTE,
Kerrville, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW: This is your authority to represent Schreiner Institute at the Senate hearing on the enabling act of Congress to continue Civil Aeronautics Administration pilot training program in the colleges and universities.

With best regards, I remain,

Very truly yours,

T. M. HAMMOND,
Coordinator, Civil Aeronautics Administration War Training Service.

Approved:

J. J. DELANEY, *President.*

Digitized by Google

SOUTHWEST TEXAS STATE TEACHERS COLLEGE,
San Marcos, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Professor and Head Aeronautical Engineering Department,
Agricultural and Mechanical College of Texas, College Station, Tex.

MY DEAR DR. BARLOW: The purpose of this letter is to request you, and to authorize you, to represent the Southwest Texas State Teachers College before any congressional hearing on the Civil Pilot Training Act proposed for passage that would authorize the continuance of the use of college facilities made possible at the present time under the Civil Pilot Training Act of 1939 that expires June 30, 1944.

Sincerely yours,

J. G. FLOWERS, *President.*

ARKANSAS POLYTECHNIC COLLEGE,
Russellville, January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW: As regional president of the National Association of Colleges and Universities in Aviation Pilot Training, it is the desire of Arkansas Polytechnic College, a member institution, that you act as the college's official representative at the congressional hearing Wednesday, February 2, 1944, pertaining to a continuation of the college pilot training program.

Yours very truly,

JOHN E. TUCKER,
Coordinator, Civil Aeronautics Administration War Training Service School.

LON MORRIS COLLEGE,
Jacksonville, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW: We would appreciate it very much if you would represent Lon Morris College at the Senate hearing concerning the continuation of the Civil Aeronautics Administration War Training Service flight program.

Sincerely yours,

WALLACE A. PHILLIPS, *Coordinator.*

CENTRAL STATE COLLEGE,
Edmond, Okla., January 29, 1944.

Dr. HOWARD W. BARLOW,
Coordinator, Civil Aeronautics Administration
War Training Service Program,
Washington, D. C.

DEAR SIR: After confirming our conversation yesterday, that you were going to Washington to appear before a Senate committee representing the coordinators of this southwest area in attempting to secure a reenactment that will continue the Civilian Pilot Training program, I give you this letter as your authorization to represent Central State College at this hearing.

I will be very glad to hear from you. Thanking you for this courtesy, I am,

Yours sincerely,

R. R. ROBINSON, *President.*

THE UNIVERSITY OF HOUSTON,
Houston, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW: This is to authorize you to represent the University of Houston at the senate hearing on the Civil Aeronautics authorities War Training Service appropriation. We believe that the Civil Aeronautics authorities program in the training first of civilian pilots and, later, the military pilots, has been definitely a contribution to the war effort. We believe these facilities should continue to be used.

Digitized by Google

The reasons for the inauguration of the civil pilot training program several years ago seems to us more pressing than ever. We do not want to participate in preserving a Federal bureau if it is no longer useful, but it seems obvious to meet the requirements both for peace and war of the coming air age, we must make provision for the training of pilots and always have in reserve a large supply of trained flying personnel.

We hope that you can assist the Senate committee in a thorough and careful study of this problem and present our point of view.

Very truly yours,

W. W. KEMMERER,
Comptroller and Director of Curriculum.

HARDIN COLLEGE,
Wichita Falls, Tex., January 29, 1944.

Mr. HOWARD W. BARLOW,
Director, Fourth Regional Division, Coordinators, Washington, D. C.

DEAR MR. BARLOW: This is to urge you to represent Hardin Junior College along with the other colleges in this region at the Senate hearing relative to our general interests in aviation. It is imperative that this structure be maintained, that the enabling act be continued, and that some far-sighted plan be worked out that will meet the needs of our aviation problems from a civilian and college standpoint.

Trusting that I may hear from you and the reactions from the Senate hearing, I am,

Yours very truly,

A. F. EDWARDS, *Aviation Supervisor.*

EAST CENTRAL STATE COLLEGE,
Ada, Okla., January 28, 1944.

To Whom It May Concern

This is to certify that Dr. Howard W. Barlow, of the Texas Agricultural and Mechanical College, and Dr. D. C. Holsapple, of Texas Christian University, Fort Worth, are authorized to represent East Central State College, of Ada, Okla., at the special hearings before the Senate committee relative to the continuation of the Civil Aeronautics Administration War Training Service after July 1, 1944.

Since it is the belief of the faculty of the East Central State College that the Civil Aeronautics Administration War Training Service has rendered significant service to the war effort of the United States and that it can continue to render great service for the duration of the war and after the hostilities cease, we are urging that the Civil Aeronautics Administration War Training Service be continued after July 1, this year, for a period of not less than a biennium.

Very respectfully,

A. LINSCHEID, *President.*

KILGORE COLLEGE,
Kilgore, Tex., January 29, 1944.

Dr. HOWARD W. BARLOW,
Washington, D. C.

DEAR DR. BARLOW: It is kindly requested that you represent Kilgore College at the Senate hearing pertaining to the continued use of existing college and flight facilities in connection with the Civil Aeronautics Administration War Training Service program.

During the past 5 years, as you know, the colleges, in connection with the Civil Aeronautics Administration, have turned out thousands of pilots and ground and flight instructors with a very high percentage of them now in the Army, Navy, and Marine Air Corps. Certainly it would be to the best interests of the country to maintain the Civil Aeronautics Administration program at least for the duration of the war.

This letter is written with the approval of the administrative head of this college.

Sincerely yours,

S. L. CANTERBURY,
Head, Department of Engineering.

Digitized by Google

Mr. BARLOW. Now, if I might make a further brief observation, a sound program for the use of civilian facilities and in furtherance of the war effort, and after the war, could well include the use of the colleges in civilian flying schools to provide certain elementary flight and ground school training prior to the actual combat pilot training of the armed forces.

It is indisputable that the airplanes of today are highly complicated machines and require intelligent, well-trained, and skilled operators in every phase of their use.

Elementary training is needed in established college courses, in mathematics, in physics, geography, medical aid, rules of the air, and applied subjects.

In order to prepare effectively our boys for combat duty, no agency in this country is capable of doing this as are the colleges and universities. When this is augmented by a relatively brief period of flight training, an inexpensive and effective orientation, and a screening feature is provided. The obviously incapable could well be eliminated in this State with the resulting economy in the latter advanced phases of training. The armed forces are presently incorporating such arrangements and are using the facilities as part of their training program. We believe this should be continued and decentralized to the greatest extent practicable in order to use to the fullest value the facilities of the colleges and civilian flight instructors.

Senator MCCARRAN. Thank you very much. We appreciate your coming here and giving us the advantage of your experience.

The next witness is D. F. Stone, head of physics and aeronautics, Phoenix Junior College, Phoenix, Ariz.; director, sixth region.

STATEMENT OF D. F. STONE, HEAD OF PHYSICS AND AERONAUTICS, PHOENIX JUNIOR COLLEGE, PHOENIX, ARIZ., DIRECTOR SIXTH REGION

Mr. STONE. I am also coordinator of the Civil Aeronautics war training and the regional director of the National Association of Colleges and Universities in war training service in the sixth region.

Senator MCCARRAN. How many institutions are there in that group?

Mr. STONE. There are 70 institutions in this group, institutions of higher learning, which have during the past 4½ years taken part in the C. P. T. and war training service programs.

Senator MCCARRAN. Of that 70, what steps have been taken to give you authority to speak for the entire number?

Mr. STONE. I have some wires here authorizing me to speak, representative wires from those in the different States.

Incidentally, the sixth region comprises the States of California, Utah, Nevada, and Arizona.

I will provide those for the record.

These institutions of higher learning have taken part in civilian pilot training and war-service training programs since September 1939 in this region.

That the contribution to the war effort by the utilization of existing civilian establishments for training pilots has been great is incontestable.

Digitized by Google

The record of safety established early in the program was surprising to everyone. The institutions and flight operators have done an excellent job. They possess trained aeronautical ground staffs, equipment and valuable airport facilities.

A definite plan to continue to use these facilities in the post-war era should be made now for the following reasons, and I might add that I subscribe to everything that has been said by preceding speakers but I am going to confine my remarks to the pilot-training program in the post-war era, as I believe the continuation of the wartime program has been well covered by the preceding speakers.

First, to give flight and ground training to qualified young men so that a pool of potential military pilots is continually available to the armed services.

Secondly, to stimulate through the training of civilian pilots the growth and maintenance of a strong new aviation industry which can provide employment to many thousands of returning soldiers.

Third, to continue to utilize the existing facilities and trained staffs of the colleges and of the many excellent flight operators.

Fourth, to continue to maintain excellent safety records which civilian training has already established.

I propose these objectives can best be obtained through the establishment of two types of pilot-training programs.

The first would be an aviation R. O. T. C., in the colleges and institutions where R. O. T. C. units exist. A certain quota would be apportioned to each such unit and men in this quota would supplement their training in military science and drill with study of ground-school subjects and some 20 to 40 hours of flight training given by civilian flight operators.

The second is the establishment of a civilian program, open to both college men and women. I believe that the women have demonstrated their ability and right to share equally in any nonmilitary phase of flight training with men. Therefore, 50 percent of all quotas should be allocated to women.

Quotas should also include, say 10 percent of noncollege men and women who meet the requirements.

Civilian training quotas would be allotted to those institutions not qualifying for the aviation R. O. T. C. type of training.

I believe that two courses should be offered:

One, a private pilot's certificate.

Second, a commercial cross-country course, which would include the ground-school requirements of the commercial license, plus certain additional courses in navigation and meteorology, and from 40 to 60 hours of additional flight training.

These two types of training programs would insure the continued use of existing facilities in the institutions and flight operations.

The training program would be decentralized, a most important point for safety, as it would limit the number of trainees flying from any one airport.

I think that has been a most important point in the safety record which was so early established in the C. P. T. and maintained in the later C. P. T. operations.

I might cite from our own institution some figures. We have had at Phoenix Junior College during the past 4½ years 39 separate programs,

Digitized by Google

ranging from elementary and secondary, and under the old C. P. T. college and noncollege types of training, which lasted until June 30, 1942, through elementary and secondary Navy; under the full-time phase and elementary and secondary Army and finally cross country.

Our experience has been rather wide in having participated in all these types of programs.

We have trained slightly over 1,200 men and women because in the early programs we had a few women included in our courses.

We have had just one fatality; that was due to a midair collision with an Army advanced training ship, not between two C. P. T. trainers. We have never had as much as a scratch accruing to a trainee while in the air or taking off a landing. One man broke his arm in going to the airport on a motorcycle.

In talking over the past years with the other coordinators of other institutions in our region, I found our record is not phenomenal at all but it is about the same as will be found anywhere. I believe that a good part of this safety record is due to the fact it is largely decentralized. At least, in the early phases of the program the quota limited to each flying field was about 50 trainees. During the full-time phase, that was stepped up a bit because of the necessity for increasing quotas.

Perhaps more important than that was the fact that both the flight and ground courses were controlled and carefully supervised by C. A. personnel under the old civilian operations previous to 1939, when there was no particular control.

I certainly would like to see a definite return after the war to a controlled program similar to what we have had in the past. I believe it is our only salvation, and we must come to it.

I would also like to submit for the record the fact that our institution 2 years ago set up an aeronautical engineering curriculum. The junior college is in somewhat an advantageous position, possibly, in setting up an aeronautical flight curriculum. A good many of our students do not go on to colleges and universities past the junior college level.

The 2-year aeronautical curriculum can be worked out along lines of training pilots for commercial operation, training airport operators, training radio and control-tower operators, and aeronautical business administrators and the like.

I am leaving for the record a copy of our college catalog.

Senator McCARRAN. That will be filed with the committee. It is too voluminous to go into the record in toto.

Thank you very much. We appreciate your being here.

(The telegrams and list filed by Mr. Stone are as follows:)

OGDEN, UTAH, *February 1, 1944.*

D. F. STONE,
Director, National Association of Colleges and Universities, Sixth Region, Carroll Arms Hotel:

You are authorized to represent Weber College at hearing Wednesday on extension of Pilot Training Act.

C. H. ANDERSON,
Civil Aeronautics Administration, War Training Aviation Coordinator, Weber College.

Digitized by Google

ELY, NEV., *January 28, 1944.*

N. D. F. STONE,
Phoenix Junior College, Phoenix, Ariz.:

Santa Rosa Junior College recognizing the large contributions made by civilian pilot training program to aviation to our young men and to the services offered by the colleges urges you to make all efforts possible to see that civilian pilot training is continued in the colleges.

EGBERT B. CLARK, Jr.,
Dean of Men and Coordinator.

SACRAMENTO, CALIF., *January 28, 1944.*

Mr. D. F. STONE,
Director, National Association of Colleges and Universities,
War Training Service,
Phoenix Junior College, Phoenix, Ariz:

We recognize the necessity of discontinuance of war training service with the armed services on replacement schedules. The Sacramento Junior College is grateful to have had an opportunity to make a contribution in the pilot training program through Civil Aeronautics Administration. The Sacramento Junior College is equipped to participate in any type of program that may be available. The continuance of the program under old civilian pilot training would be desirable with enlistment of women students. This would in no way interfere with the war effort and would fill a need for the post-war period. The inclusion of high-school students into these courses would be beneficial toward war effort. Your efforts toward continuance of pilot training program in some form are appreciated.

H. GLENN MERCERCOND,
Aeronautics Administration War Training.

January 29, 1944.

D. F. STONE:

Fullerton Junior College, Fullerton, Calif, very strongly favors post-war continuation pilot training program. Feels it is very important in post-war economy.

FULLERTON JUNIOR COLLEGE,
HAROLD PUFFER, *Coordinator.*

SAFFORD, ARIZ., *January 28, 1944.*

D. F. STONE,
Coordinator Civil Aeronautics Administration War Training Service,
Phoenix Junior College, Phoenix:

On trip to Washington please represent the Gila Junior College in any effort to have the civil pilot training law reenacted as a basis for a sound post-war program for young men of junior college age. Prefer plan which will have sound basis in college curriculum.

MONROE H. CLARK,
President, Gila Junior College.

SEVENTY GROUND SCHOOLS WHO HAVE PARTICIPATED IN CIVILIAN PILOT TRAINING AND WAR TRAINING SERVICE PROGRAMS, 1939 THROUGH 1944, REGION 6

Antelope Valley Junior College, Lancaster, Calif.
Arizona State Teachers College at Flagstaff, Cottonwood, Ariz.
Arizona State Teachers College, Tempe, Ariz.
Bakersfield Junior College, Bakersfield, Calif.
Branch Agricultural College of Utah, Cedar City, Utah.
Brigham Young University, Provo, Utah.
California Institute of Technology' Pasadena, Calif.
California Polytechnic School, San Luis Obispo, Calif.
Carbon College, Price, Utah.
Central Junior College, El Centro, Calif.
Chaffey Junior College, Ontario, Calif.
Chico State College, Chico, Calif.
Citrus Junior College, Azusa, Calif.
Coalinga Junior College, Coalinga, Calif.

Digitized by Google

Compton Junior College, Compton, Calif.
Deep Springs Junior College, Deep Springs, Calif.
Dixie Junior College, St. George, Utah.
Fresno State College, Fresno, Calif.
Fullerton Junior College, Fullerton, Calif.
Gila Junior College, Thatcher, Ariz.
Glendale Junior College, Glendale, Calif.
Globe Junior College, Globe, Ariz.
Humboldt State College, Arcata, Calif.
Lassen Junior College, Susanville, Calif.
Long Beach Junior College, Long Beach, Calif.
Los Angeles City Junior College, 1425 South San Pedro Street, Los Angeles, Calif.
Loyola University of Los Angeles, Los Angeles, Calif.
Mills College, Oakland, Calif.
Modesto Junior College, Modesto, Calif.
Occidental College, Los Angeles, Calif.
Oceanside-Carlsbad Union High School and Junior College, Oceanside, Calif.
Pasadena Junior College, Pasadena, Calif.
Phoenix Junior College, Phoenix, Ariz.
Placer Junior College, Auburn, Calif.
Polytechnic College of Engineering, 1310 Madison Street, Oakland, Calif.
Pomona Junior College, Pomona, Calif.
Pomona College, Claremont, Calif.
Porterville Junior College, Porterville, Calif.
Reedley Junior College, Post Office Box 552, Reedley, Calif.
Riverside Junior College, Riverside, Calif.
Sacramento Junior College, Sacramento, Calif.
St. Mary's College, St. Mary's College, Calif.
Salinas Junior College, Salinas, Calif.
San Benito Junior College, Hollister, Calif.
San Bernardino Valley Junior College, San Bernardino, Calif.
San Francisco Junior College, San Francisco, Calif.
San Diego Junior College, San Diego, Calif.
San Diego State College, San Diego, Calif.
San Jose State College, San Jose, Calif.
San Luis Obispo Junior College, San Luis Obispo, Calif.
San Mateo Junior College, San Mateo, Calif.
Santa Ana Junior College, 917 North Main Street, Santa Ana, Calif.
Santa Barbara State College, Santa Barbara, Calif.
Santa Monica Junior College, Santa Monica, Calif.
Santa Rosa Junior College, Santa Rosa, Calif.
Snow College, Ephraim, Utah.
Stanford University, Stanford University, Calif.
Stockton Junior College, Stockton, Calif.
Taft Junior College, Taft, Calif.
University of Arizona, Tucson, Ariz.
University of California, Berkeley, Calif.
University of California, Los Angeles, Calif.
University of California, Davis, Calif.
University of Nevada, Reno, Nev.
University of San Francisco, San Francisco, Calif.
University of Southern California, Los Angeles, Calif.
University of Utah, Salt Lake City, Utah.
Utah State Agricultural College, Logan, Utah.
Ventura Junior College, Ventura, Calif.
Weber College, Ogden, Utah.

Senator McCARRAN. The next witness is Father Yates.

STATEMENT OF FATHER YATES, GONZAGA UNIVERSITY

Father YATES. I am Father Yates, of Gonzaga University, with very little except the rest of the page after my name.

I came here representing the flight contractors of the Northwest, but four Northwest States, and they did not have much to say except that they have, by what they have done in the past, shown their loyalty, shown they are a fine group of men. Most of them are older men, very few younger men among them. They are older men that want to go on record saying they are prepared to do everything possible to continue the war effort and they hope they can continue in training.

One of those groups of contractors, and I might bring in this little interesting point, was standing and talking to a boy you probably all heard of, Sammy Greshau, who played such a strong part in the story of the March of Death, written by Colonel Dyess, that is spread

Digitized by Google

throughout the country now. Sammy was in a P–40, was the pilot at the time Bataan fell. One of these contractors, the one who trained him when he went to C. P. T. training, asked him to give us some little story about what he thought of C. P. T. training and he said:

Well, I have been up there where the hottest pilots of all are required and I was made a pilot when I was flying a Cub at Wallace Air Service at Spokane, Wash.

He said that the training gave the boys confidence and that they were capable of competing with anybody. When he went into the Army training, he was sure already that he was a capable pilot because he could do the elementary things that he had in the elementary C. P. T. course thoroughly. He said he was made a pilot right there rather than what followed in the training period.

So I wish to go on record simply in representing that group of men, there are 37 of them, of the flight contractors of the seventh region, stating they are prepared with their facilities to do everything they can to further the war effort and hope they can fall in line with some sort of training that will keep them busy during the interim and keep them ready for peacetime training.

Senator McCARRAN. Thank you.

The next witness is Thomas Croson, representing Lewiston State Normal School.

STATEMENT OF THOMAS CROSON, HEAD OF HISTORY DEPARTMENT AND COORDINATOR, LEWISTON STATE NORMAL SCHOOL LEWISTON, IDAHO; ACTING DIRECTOR, SEVENTH REGION

Mr. CROSON. We held our meeting on Saturday and the official copy of our resolutions is in the mail somewhere and has not yet arrived. Letters of authorization I have only part of and I request permission to submit those tomorrow.

Senator McCARRAN. You may submit that tomorrow. It is all right.

Mr. CROSON. There are three points, ladies and gentlemen, Senator, that I wish to discuss, most of which has already been covered.

One of them is this, with the conclusion of the war we are going to have the greatest movement in the air in this country that we have ever known. No one surely could deny that.

In 1939 we had less than 25,000 trained pilots, most of those were very inadequately trained.

At the conclusion of this war, if our newspapers are reporting correctly to us, we will have somewhere in the neighborhood of 4,000,000 young men who have been very well trained in aviation. They are undoubtedly coming back with a desire to continue with flight. Everywhere you go among civilians you find people from mere youngsters to gray-haired men who say they want to learn to fly after the war.

The airplanes will surely be available to them. The manufacturers of this country have assured us that they are prepared now to manufacture airplanes by the thousands or hundreds of thousands, according to the demand that there will be for them.

Now, gentlemen, out in the Northwest we have been reasoning along this line. If this program is canceled out, practically all civilian flight must cease and if it ceases that organization which has encouraged and directed and supervised and controlled it will surely lose

Digitized by Google

most of their personnel. Then, immediately following the war, we will have this great movement into aviation and I say immediately because the boys who are coming back from the war are going to have money to make a down payment on airplanes and hundreds of thousands of them may be demanded by them and the general public.

That being the case, who is going to supervise that expanding aviation program? Do we want to have it supervised by an organization which has only a very slender staff of officials who must reach out and pull in inexperienced, untrained men in this type of work?

Surely we do not want that and yet if private aviation is canceled out now, doesn't it seem reasonable to suppose that that is what we would have?

Again, I would like to talk about this for a moment from the standpoint of manpower. That has been stressed. You have heard men say here today that the Army and the Navy are in great need of men, that they are out striving to get those men in the Air Corps and in other branches. We repeatedly have heard executives of business begging for men for the factories.

This is a time when we need to utilize every person in the best possible way that we can.

Now, it seemed to us out in the Pacific Northwest that it was our patriotic duty to continue in this program because this is the thing we can do best.

Senator McCarran, ladies, and gentlemen, I made a little analysis of the people who are in our small school, and I only present it because I am confident from having talked to many of the rest of you that it is typical of our organizations. In our training program we have something like 99 people employed, either part or full time.

I analyzed the situation there. About 35 of those are flight instructors or flight supervisors. Of those 35, only 8 of them are wanted by Selective Service, only 8 out of 35, and even those are old men in their thirties and would not be used for further recruiting officer programs. They would probably not be used where they feel they could serve best, in the Air Corps, because they are too old and so they would become foot soldiers.

We have one airport manager who is in the thirties, an excellent pilot. The recruiting officers have told him frankly they do not particularly want him. We have 16 mechanics, 4 of whom are subject to Selective Service.

We have 16 girls working, either as office workers at the airport or as helpers out with the mechanics. They do not want those. Some of them might and a few have, from our organization, gone into the various women's organizations, but generally speaking they are not needed elsewhere.

We have 1 night watchman who, while physically able to do the job he is doing, is far too old to go into military service. We have 11 ground-school instructors on my staff. Only 2 of them are subject to selective service, and both of those are approaching the very great age of 38, and so won't long be subject to selective service.

At college we have six office workers and an assistant who are all women. We have six cooks, all of them women. I could not guess their ages, gentlemen, and if you want to quote me I tell you I think not one of them is under 40.

Digitized by Google

We have two drivers, one of whom is past 60, but he passed a rigorous physical examination and is an excellent driver, the other is 45.

We have five janitors who do such good work they were commended by the Navy for their excellent work but you would swear they were members of the Spanish-American War Veterans.

Out of the 99 people employed in our college, only 14 of the total are subject to selective service.

Now, at the time when it seems that all America is beating the bush, is trying to find workres and trying to find military help, it seems to us in our humble way of thinking out there, that we can do this job with people that are not needed in these other fields, who could not serve there and thus relieve men who are already trained in the military forces and ready to go overseas.

Now, the question is, if we cannot do that job as well as it might be done by military men, then of course, we would not want to do it. But the Navy and Army have repeatedly told you men here you were doing a good job. They are pleased with the work, there is also letters to Senator McCarran that have indicated that we are doing the job.

While they might want to shift us to a different type of work than we are doing now, we hope we will be allowed to continue in the program some way or other. If we are not, we are saying to the colleges of America, at least to half of the 1,762 colleges of America who have recently been or are now on this program, as far as you are concerned the war is over and already there has been stress laid upon the effect of such a statement as that to the colleges and the effect on the public.

Now, the last point I would like to dwell upon is this: Practically everyone seems to agree today we must have an air-minded Nation. We must train our youth to think in terms of aviation and there are those even in military circles, I understand, who would go so far as to say the only safety of this Nation in the future rests in having an air-minded youth. A man who has directed a Y. M. C. A. at Seattle, Wash., was sent prior to the beginning of this war to Germany to study their educational system and particularly to study aviation in the schools because the Y. M. C. A. was doing excellent work in that direction and wanted to do more.

You know what kind of a report he brought back, or you heard of it. They train starting in elementary grades, equivalent to our sixth grade, and they start there and bring the training right on through. There are people in this country who believe we must do that if we are to be safe in this Nation in the future. However, if these programs are canceled out in these colleges in the far corners of our land, who is going to help to push out and stimulate this educational information? In our own college, may I be pardoned for enumerating some of the things we have done and we do? Over 2 years ago we had an aeronautical meeting of junior airmen in the community where the town itself has a population of 10,000, and we had 7,000 people. About 150 boys and girls, and the rest of them were men and women who were out practically all day at this air meeting. Undoubtedly we helped air-condition the minds of those people, made them conscious of this air age.

We are a teacher-training institution, one of the 200 mentioned here a while ago. No teacher goes out of our institution without having

94987—44——6

Digitized by Google

had some background and experience in working with youngsters on model building and on that type of work

Our community sees aviation in process all the time and hundreds of other communities are seeing it because there are men with foresight enough to put the C. A. A. program out into hundreds and hundreds of colleges.

If this program is canceled out, we can count our school and many others will continue with a part of the program that we are doing, but we cannot possibly do effective work as we have been doing.

I wish to thank you on the part of our people of the Northwest for this opportunity to appear here.

Senator McCARRAN. Thank you very much for appearing here, and it is very gratifying that you have come all this distance to be here.

I have here three wires which will be made part of the record.

(The telegrams referred to follow:)

ATLANTA, GA., *February 2, 1944.*

Senator PAT McCARRAN,
Chairman Subcommittee, Washington, D. C.

Appreciate invitation to appear at hearing on S. 1432 relative to civilian pilot training. Pressure of business prevents me accepting and I have requested President H. W. Caldwell, University of Georgia, to appear in my place.

Best wishes and appreciation.

S. V. SANFORD,
Chancelor, University System of Georgia.

MADISON, WIS., *February 2, 1944.*

SENATOR PATRICK A. McCARRAN,
Senate Office Building, Washington, D. C.:

Experience of land-grant colleges with the civilian pilot training program confirms its usefulness and desirability. Our existing organizations on campuses should be maintained if we are to have a pool of pilots for national service. Association of Land Grant Colleges and Universities urges extension of the civilian pilot training program as provided in S. 1432.

C. A. DYKSTRA,
Chairman, Executive Committee Land Grant College Association,
C. B. HUTCHISON,
President, Land Grant College Association.

CLARKSVILLE, TENN., *February 2, 1944.*

SENATOR PATRICK McCARRAN,
United States Senate, Washington, D. C.:

Very heartily favor your bill for extension of civilian pilot training program and War Training Service. Wrote Tennessee Senators and Representatives some days ago urging their support.

P. P. CLAXTON,
President, Austin Peay State College.

Senator McCARRAN. The next witness is Clarence E. Rawls.

STATEMENT OF CLARENCE E. RAWLS, ADA, OKLA.

Mr. RAWLS. I will want to have just 3 minutes. I represent the Oklahoma flight school operators.

We feel in Oklahoma, as well as the rest of the operators in the United States, that we are rendering a service that would be difficult

Digitized by Google

to obtain otherwise. We feel we are getting results that would be difficult to get otherwise.

I have a prepared statement and with your permission I would like to have it included in the record.

I make the following statements from actual experience as I am manager of Ada Flying Service, of Ada, Okla. (fourth region), and am here to represent the Oklahoma flight school operators.

The school I manage, as well as most of those I represent, are the 10-hour flight indoctrination courses operated in behalf of the Army by C. A. A. War Training Service. The students, of course, are in the Regular United States Army as members of the Air Forces. Many of them have seen active duty as privates, corporals, sergeants, and some few were lieutenants in some other branch of service and have transferred to the Air Forces. The schools are operated in connection with some senior college in Oklahoma at which college is a Regular Army Air Force detachment with a commanding officer in charge.

The colleges have already been represented by a number of able gentlemen from the various colleges of the United States. I shall, therefore, confine my statements to the flight operators' part of the operation.

Most of the flight operators now operating C. A. A. War Training Service schools have had years of experience as private flight operators and have been operating these W. T. S. schools since the origination of C. P. T. These operators are now better equipped as to airplanes, mechanical facilities, airports, parachutes, and all other incidentals relative to carrying on these schools than they have ever been. They are staffed with a competent personnel including office force, mechanics, mechanic helpers, janitors, watchmen, and last but not least, a very efficient staff of flight instructors. Many of this personnel would not be used by either the Army or Navy, some because of age, some because of physical disabilities. Most of the office force of women would not be asked to join the armed forces of our country. We feel that we are giving a service that could not be obtained otherwise and accomplishing things that could not otherwise be accomplished.

I might say here that the cooperation of the colleges, and in most instances, the commanding officer of the particular detachment to which we of the various operators have been affiliated, has been excellent. I can speak for my school and say that it has been far better than you would reasonably expect.

Each individual operator has spent thousands of dollars constructing airports and airport facilities, many of which the Army and Navy use daily for service, and so forth. These fields are also handy for Army and Navy students who are lost in flight. In Ada alone, two airplanes, one BT–13 and one B–17 which were lost at night were, with the aid of the floodlights of the Fire Department of Ada, brought to a safe landing without damage to aircraft or injury to crew. These two incidents alone amount to more in dollars and cents, considering the airplane alone, than has been expended in this flight school for all the C. P. T. and C. A. A. W. T. S. flight training.

As stated in the beginning of this statement, we operators have a very efficient staff of flight instructors who have been urged to remain in these schools and instruct these boys. Some of these instructors are of draft age; most of them are in the U. S. Army Air Force Enlisted

Digitized by Google

Reserve. If these schools are closed, what is to become of these instructors? Their hours of flying experience will be lost.

Analyzing the entire situation we face if these schools are abandoned, we see that we will lose the services as flyers of all our flight instructors, we lost the services of our office personnel of women, we lose our mechanical help to a great extent. In addition, we face the fact that most of these airports would be closed, leaving no emergency landing fields for Regular Army and Navy airplanes, and hindering civilian flying and interest in flying after the war.

I believe and say to you in behalf of the Oklahoma flight-school operators that we cannot afford to discontinue C. A. A. War Training Service and that Senate bill 1432 as amended should be passed along with the companion bill in the House.

These statements are respectfully submitted to your honorable committee on behalf of Oklahoma flight-school operators.

Senator McCARRAN. If there is anything further you wish to say, do not hesitate.

The next witness is the executive commissioner of the Denver Chamber of Commerce, Denver, Colo.

STATEMENT OF MR. READING, DENVER, COLO.

Mr. READING. As Senator McCarran well knows, the Chamber of Commerce of Denver back in 1937 or 1938 gave my service to the promotion of the original act, the 1938 act. I worked very closely with groups here, at that time representing as executive secretary the interstate airways committee. We had a hard fight to get the original act approved. It took two sessions of Congress before we got it through. Since that time my organization has repeatedly authorized me to put forth every effort possible in promoting and assisting the officials of the Civil Aeronautics Administration in forwarding this program, particularly in the pilot-training program of the universities and colleges, not only in Denver but the entire State of Colorado.

It was my pleasure not long ago to have accompanied the Chairman of the Civil Aeronautics Board on a cross-country trip, at which time he spoke concerning the post-war plans, and on that trip I had the opportunity to see many of these colleges and contract operators in operation.

I was very forcibly struck with the very efficient manner in which these institutions were doing their job of teaching the youth aviation, particularly in preflight training.

I think I am able to say from the standpoint of what I did see that I feel it would be a very great loss if anything should happen now to cause the cessation of this program.

I have always, of course, been active in the N. A. A., which is already here represented by our general manager. As he has said, we have a division of model aeronautics. That organization from its very inception, which is now come 6 or 7 years old, has had the supervision of the model operator, has had the supervision of the model building and flying and records and contests, and what not, over 6 or 7 years.

The effect that has come out of the training they have gotten in this academy has been such that many of those boys have gone into civil-pilot-training programs. That training in model work has been an

Digitized by Google

inspiration and I have seen myself where many boys will go into pilot training.

The academy is still continuing in that activity and will continue to do so. I know the boys in the academy would be very greatly disturbed, I know it because I have talked to them, in having their training program stopped.

You have that phase of it to look forward to, the boys coming up, the boys down in the sixth and seventh grades who are now taking training in model building and actually going out and flying in contests and trials and who are establishing records.

I am sure that I can speak for them in that they do not wish to have the training program stopped.

I sincerely hope that we will reconsider the action taken and I know Senator McCarran will do a wonderful job in getting it before the armed forces, getting before them the necessity of trying to continue the training program.

Senator McCARRAN. Thank you very much.

The next witness is Mr. Richard Bircher.

STATEMENT OF RICHARD BIRCHER, GETTYSBURG, PA.

Mr. BIRCHER. Senator McCarran, I came here to represent the Pennsylvania Aviation Trades Association and to give you their resolution adopted at the session on January 31, asking for a continuation of the Civilian Pilot Training Act of 1939, as amended.

After I came here I received requests to speak in behalf of others and I would like to submit this telegram from the Gettysburg College addressed to me:

You are hereby requested to act for me and for Gettysburg College in the effort to have the McCarran bill regarding the extension of the civilian pilot training adopted. If I can be of any help please wire me.

HENRY W. A. HANSON, *President.*

I have several other telegrams from different organizations:

GETTYSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Willard Hotel, Washington, D. C.:

The school of aeronautics based at Gettysburg College and Gettysburg Airport is one of the finest assets of this community. Would deeply appreciate your every effort to retain the school at Gettysburg.

FREDERICK TILBERT,
President, Rotary Club of Gettysburg.

GETTYSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Willard Hotel:

Please do everything possible to retain the Air Corps program here at Gettysburg. It means a great deal to our town.

ROBERT M. LEWIS,
Manager, Rea & Derrick.

GETTYSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Willard Hotel:

The Gettysburg Lions Club urges you to use your best efforts to retain the pilot-training program at Gettysburg College and Gettysburg Airport.

HUGH C. MCILLHENNY, *President.*

Digitized by Google

GETTYSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Willard Hotel:

Please urge the retention of pilot training program at Gettysburg. The fine facilities of Gettysburg Airport and Gettysburg College plus the interest and wholehearted effort put into the program by the respective managements and accomplishments. Hope retention of the entire community assure continued outstanding accomplishments. Hope retention of pilot-training program will be given favorable consideration. Assure you all possible help.

HENRY M. SCHARF.

BLOOMSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Pennsylvania Aviation Trades Association,
Willard Hotel, Washington, D. C.:

The air power of the United States in time of peace will depend upon the preservation of facilities which trained 170,000 men to fly on the Civilian Pilot Training Act of 1939 which must be extended.

BLOOMSBURG CHAMBER OF COMMERCE,
ROBERT C. BAKER, *President.*

BLOOMSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Pennsylvania Aviation Trades Association,
Willard Hotel, Washington, D. C.:

In order to conserve manpower and use it to the best possible advantage in the war effort the Civilian Pilot Training Act of 1939 should be continued so that airport facilities and college faculties can best serve the Nation in this time of crisis.

H. F. FENSTEMAKER,
President, Kiwanis Club, Bloomsburg, Pa.

BLOOMSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Pennsylvania Aviation Trades Association,
Willard Hotel, Washington, D. C.:

The continued use of facilities which trained 170,000 pilots last year will be insured by the extension of the Civilian Pilot Training Act of 1939 in this time of war crisis.

CHARLES M. PURSEL,
President, Rotary Club, Bloomsburg, Pa.

GETTYSBURG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Willard Hotel.

DEAR SIR: Please do everything possible to retain pilot training program at Gettysburg College and Gettysburg Airport. The entire community is united in wanting these institutions continued in the Nation's war effort and believes the outstanding record already achieved deserves favorable consideration of their retention in the program. Every support and cooperation is assured the airport college and the Government to the end that Gettysburg performance will continue to be that traditionally expected of Gettysburg to the Army.

GETTYSBURG CHAMBER OF COMMERCE,
MARES SHEMAN, *President.*

Digitized by Google

BLOOMSBERG, PA., *February 1, 1944.*

RICHARD BIRCHER,
Pennsylvania Aviation Trades Association,
Willard Hotel, Washington, D. C.:

Unless the Civilian Pilot Training Act of 1939 is extended the facilities which trained tens of thousands of young men to fly for the Army and Navy last year will be lost to future American air transportation.

ELMER R. BEERS,
President of Town Council, Bloomsburg, Pa.

Mr. BIRCHER. I would like to talk on the value of this program to the community.

The community of Gettysburg is what I will speak about because that is the one I am most familiar with.

On Monday morning one of the leading citizens of the town called on me to express his request that I express his regret over the discontinuance of the program that we are now discussing. His statements illustrate the thinking and some of the points he raised were brought out in previous testimony. He asked, "Is the war over; is it so far advanced we can discontinue these facilities and the personnel involved, and, if it is not, why should we not continue to perform this important war function?"

Today at noon a gentleman, I believe who is still in the room, told me of his conversation that was practically the reverse attitude. He spoke with a citizen out in Ohio and that person said that when this gentleman told the citizen of the town that he was connected with the pilot-training program, the program was condemned as something which was being utilized as advertising, as window dressing for keeping in the minds of the public the fact that the war was still on. There are two expressions for what they are worth.

To Gettysburg the withdrawal of this program means the withdrawal of approximately $150 for each man and woman and child in the town. I think that will have a very adverse and serious effect and it will curtail the participation in the purchase of War bonds by the residents. I think also it is going to have a great effect in Gettysburg when we stop flying and discontinue what might be called familiarization with flying.

We know from the beginning of our contract of the programs the objections of parents to flight training of boys. The fear, if not the objection, is still there and yet I feel that in some ways is tempered greatly by the familiarity that flying in that locality brings to people.

Now involved in this program, I am just notified of the discontinuance of some 70 other Gettysburgs, different only in name and in numerical detail. It might be said that the plea for these people is entirely selfish and I believe it is. I think we ought to acknowledge that but recognize it is the type of selfishness that has made American citizens try to improve their own personal welfare and thus improve the welfare of their community.

This was a little incident that occurred August 13 of last year, about which I would like to tell you because once again I think that this has been duplicated in many cases.

On August 13, 1943, there was very stormy weather and the clouds were hanging within three or four hundred feet from the ground in the vicinity of Gettysburg. At 6 o'clock on that evening a Boeing Army transport slipped through two or three of the lower scuds and out

Digitized by Google

into the clear, the 300 feet of clear above the ground directly over the Gettysburg airport, so directly over it they did not see it.

They saw the town to their left and circled it and saw the words Gettysburg Furniture Factory on a water tower and they continued to circle the town because, and this is understandable by pilots long experienced, because a town, even though you don't know what town it is, is sort of an attraction when you are not sure where you are, and you hover around it and so they were doing just that. One of them, looking outside away from the town, saw the airport. You could sort of feel with the pilot the extreme nervousness he was feeling. That nervousness was evidenced, I believe, by the fact that he took the shortest cut to get back to one edge of the field, the wrong edge, and he attempt to come in down wind. He touched his wheels to the ground, went out, made a short turn off the lower end, and tried over again and this time he made it.

When they taxied up, eight Army Air Corps officers got out of the plane. The first one to get out said, "That is the first time I can remember being within 12 minutes of my life."

They had 12 minutes to go and when a plane has that time and no place to land they will circle the same locality. I say that because for some reason or other an airplane adopts a circular course when it is getting very low in gasoline. I think all pilots here will agree with that. You try to find the best possible field and you do not go hopping off somewhere else hoping there is a better one.

Four of them said they were just ready to climb out and that was a comforting thought to them even though they were then safe and sound on the ground, until I called to their attention the fact they could not possibly ever opened the door on that transport.

The names and all the details of that story are available if they are needed.

The important part, not that it is not important that the lives of those on the plane were saved, the important part of that is 1 year previous the airport was not there and maybe it is well for the record to know why the airport was there. The Boulevard Airport had anticipated since 1939 civilian airport training in the work they were doing. When the Interceptor Command discontinued our operations in the summer of 1942, we rented a farm that had the only level spot around Gettysburg and we proceeded to set up emergency operations.

This is the only work many of us were suited for and we continued to improve conditions and it fortunately had improved the field to the point where it was available and adequate for the landing of that airplane about which I have spoken.

Now, I do not have the accurate figures, I never took the time to find out what the Government paid us up to that time for pilot training. A good deal of that money went into the development of that field, but I know the value of the airplane was much higher and the investment in the eight officers paid well over the entire sum received from the Government.

That is not all, I think we performed a very fine service for the money we were paid because we carried on as did all our other fellow operators in a program of developing these pilots.

I believe we gave full value for every dollar received and I believe our job was well enough done because there was no criticism of it with regard to the way it was executed.

Digitized by Google

I think we also have here a fine testimonial of the work of the civilian pilot training and all their operators.

We have had first-hand information that the pilots previously trained for instructors employed and advanced have participated in the war effort and in every war theater.

Senator McCARRAN. Does anybody else wish to say anything further at this hearing this afternoon?

STATEMENT OF ROSCOE TURNER, INDIANAPOLIS, IND.

Mr. TURNER. Speaking as president of the National Aviation Trades Association, an organization representing 350 fixed base operators with an investment of approximately $70,000,000, I want to concur in the statements of our executive director, Mr. John Wilson, who spoke for us this morning.

Speaking as vice chairman of the American Legion national aeronautics committee, I concur in this statement of our chairman, Mr. Godsky, who spoke for the Legion this morning.

Speaking as an operator, who has trained several hundred students under the Civil Pilot Training Act, I think this act should be continued and the facilities and the personnel should be used for the good of the war effort, for the good of our country, and for the good of aviation.

Thank you.

Senator McCARRAN. Thank you, Roscoe; it is good to see you here and thank you for coming.

Are there any others here who have not been heard who would like to be heard at a later time? We are going to reconvene tomorrow morning and if anyone here cares to be heard, who has not been able to have the floor here, he may come tomorrow.

I want to say the committee is going to call on certain Federal officials, particularly the officials of the Civil Aeronautics Administration. We are going to make a special call on Mr. Stewart and Mr. Burden and perhaps others. Mr. Burden is the special aviation assistant to the Secretary of Commerce, and Mr. Stewart, executive director of training, Civil Aeronautics Administration.

We will reconvene at 10 o'clock tomorrow morning so as to conclude the hearings.

There may be some who will come from out of town and they may be heard tomorrow, also.

Any others who want to be heard at a later time we will attempt to hear them.

Before you leave I want to express on behalf of the committee our sincere appreciation to all who have come here, many from a great distance, from many educational institutions. It has really been an unusual array of the heads of educational institutions and we are extremely appreciative and glad to have your knowledge and counsel on this matter.

(Whereupon, at 4:30 p. m., the committee was in recess until 10 a. m., Thursday, February 3, 1944.)

Digitized by Google

Digitized by Google

EXTENDING THE CIVILIAN PILOT TRAINING ACT OF 1939

THURSDAY, FEBRUARY 3, 1944

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON COMMERCE,
Washington, D. C.

The subcommittee met, pursuant to adjournment, at 10 a. m., in the committee room of the Committee on the District of Columbia, United States Capitol, Senator Pat McCarran (chairman) presiding.

Present: Senators McCarran, Clark, and Brewster.

Also present: Senator Edwin C. Johnson.

Senator MCCARRAN. The committee will be pleased to hear from Senator Johnson of Colorado, who is present this morning.

STATEMENT OF SENATOR EDWIN C. JOHNSON, UNITED STATES SENATOR FROM THE STATE OF COLORADO

Senator JOHNSON. Mr. Chairman, I desire to say a brief word favoring the continuation of the college aviation training program. I have watched this program from its inception with great interest and growing satisfaction.

In my opinion, it would be a major calamity insofar as the future long-range defense of this country is concerned to abruptly terminate the college program now. I earnestly hope that further consideration will be given by the Army and Navy to continuing the program and enlarging it rather than terminating it. It is important now, and it will be many times more important for the long-range defense program by America.

Thank you, Mr. Chairman.

Senator MCCARRAN. We thank you, Senator Johnson.

Are there others here now who wish to be heard in these hearings who were here yesterday?

I would like to accommodate as far as possible those who were here yesterday and whom we were perhaps unable to hear. Otherwise we will proceed.

Now, Commander Kivette, of the Navy Department, is here.

You were here yesterday, Commander?

Commander KIVETTE. That is correct, sir.

Senator MCCARRAN. Would you care to be heard now?

Commander KIVETTE. Well, I was here only in case there was testimony that you wished to obtain from me as a respresentative of the Navy Department. I have really nothing to say, sir.

Senator MCCARRAN. I would like to ask you a question or two, if I may, Commander.

Have a seat over here.

Digitized by Google

STATEMENT OF COMMANDER F. N. KIVETTE, ASSISTANT DIRECTOR OF AVIATION TRAINING, OFFICE OF NAVAL OPERATIONS

Senator McCARRAN. Commander, of course, you are familiar with the program conducted by the C. A. A. under the authority of the Navy?

Commander KIVETTE. Yes, sir.

Senator McCARRAN. For the training of boys in the primary course.

Commander KIVETTE. Yes, sir.

Senator McCARRAN. Was that program carried out satisfactorily?

Commander KIVETTE. It was, sir.

Senator McCARRAN. And what has been the conclusion as to the further carrying out of that program?

Commander KIVETTE. Senator McCarran, I believe the Navy has not considered beyond their own discontinuance of the program, which was announced in letters from the Secretary of the Navy to various members of the House and Senate.

Senator McCARRAN. I haven't the letter here, but my recollection is that that program was to terminate in June. Am I correct in that?

Commander KIVETTE. With the end of the fiscal year, yes. There may be a few students who would not have completed, I believe, who might be carried on to the conclusion of their training.

Senator McCARRAN. Yes. Was that letter or a letter similar to the one sent to the Senators and Congressmen sent to the C. A. A. and to the various contractors?

Commander KIVETTE. I believe, Senator, Mr. Stewart could answer that.

Mr. STEWART. Yes. I have all of those and would be glad, if you wish, to put them in the record.

Senator McCARRAN. Yes. What I wanted to know was whether or not the contractors carrying out the work for the C. A. A. in the matter of training have been advised of the prospective termination of this program.

Commander KIVETTE. They have, sir.

Senator McCARRAN. So that they will have an opportunity to brace themselves for the shock, so to speak.

Commander KIVETTE. Yes, sir.

Senator McCARRAN. I find that the notification coming from the Army was rather abrupt, and in view of the fact that it terminates immediately it will, I think, work a hardship on some of the contractors, I am sorry to say. However, if the war came to an end tomorrow morning and a lot of contracts had to be canceled I suppose we would be all so glad to see the war come to an end that we would forget the shock of the cancelation of the contracts, or something of that kind.

But what I wanted to get from you was this, an expression from you as to whether or not the Navy regarded the Civil Aeronautics program as being carried out satisfactorily. You have answered that it was.

Commander KIVETTE. I have been at sea for a number of years and am not acquainted thoroughly with the history and the background. As I understand it, it was a service probably that could not have been done without at the time because our own facilities were not adequate for the training.

Digitized by Google

In the meantime, the Navy has built up and expanded its training facilities to where they are now adequate, and in addition to that we anticipate some reduction or cut-back in our training program with the entrants commencing in July, which, of course, will be the people that finally go to the fleet in 1946. What might happen between now and then, of course, we can't entirely foresee. But our own facilities will be adequate for that type of training.

Senator McCARREN. Well, at the time the program was set up you had no facilities then set up that could have taken hold of that work and gone forward with it?

Commander KIVETTE. We had no facilities to accommodate the numbers that of necessity must have been handled at that time.

Senator McCARRAN. Now, the trainees were screened into the Navy from that service, were they not?

Commander KIVETTE. That is correct, sir.

Senator McCARRAN. That is all, thank you; unless you have something further you want to say.

Commander KIVETTE. No. If there is nothing further of me I would like to be excused.

Senator McCARRAN. Very well.

I have asked Mr. William Burden, who is the Assistant Secretary of Commerce in charge of aviation, to be here this morning.

Mr. Burden, will you take a seat at the table?

STATEMENT OF WILLIAM A. M. BURDEN, SPECIAL AVIATION ASSISTANT TO THE SECRETARY OF COMMERCE

Senator McCARRAN. Mr. Burden, will you kindly state your name and your official position?

Mr. BURDEN. William A. M. Burden, special aviation assistant to the Secretary of Commerce.

Senator McCARRAN. How long have you been in that position?

Mr. BURDEN. Eighteen months.

Senator McCARRAN. And during that time, have you had to do specifically with aviation and the training of cadets under the Civil Aeronautics Administration?

Mr. BURDEN. Yes. I have been very closely associated with that program, Senator.

Senator McCARRAN. Will you kindly state in the first instance what was the program and how it worked out?

Mr. BURDEN. Well, the program will be described in detail by Mr. Stewart in his testimony, but in general at the time when I assumed this position C. A. A. and private flying schools supervised by it were training a group of enlisted reservists for use as instructors by the Army and a number of naval cadets on inactive duty. At that time the cadet indoctrination course for the Army, which will be described in detail later, had not been started.

Senator McCARRAN. Let me interrupt you there.

Mr. BURDEN. Yes, sir.

Senator McCARRAN. My attention has been drawn to the fact that the Bureau of the Budget has looked unfavorably upon the enactment of S. 1432 and has so written the Secretary of Commerce, and under the regulations, as we understand, a Federal official in a bureau is not looked upon with favor to testify before a committee unless he is called upon by the committee to testify.

Digitized by Google

I wish the record to show that this committee of its own accord has called upon Mr. Burden and Mr. Stewart to testify with reference to all matters and things pertaining to Senate bill 1432 and the training program so that the committee might have full advice on the whole subject.

With that in mind, you may now answer my question more fully, if you will, Mr. Burden.

Mr. BURDEN. Thank you, Senator.

As I say, those were the programs which were being conducted at the time I assumed this position, and subsequent to that time an indoctrination program was added for Army cadets whereby all air crew candidates entering the Air Forces received approximately 4 months of general ground-school instruction in college and at the same time a flight course of 10 hours of dual instruction given by private flight contractors under the supervision of the C. A. A.

That program is operating at a number of colleges, 152 colleges, as you know, Senator.

Senator MCCARRAN. Now, that was the Navy program.

Mr. BURDEN. No; that was the Army program.

Senator MCCARRAN. Well, the C. A. A. conducted the training by authority of both the Army and the Navy at these various colleges?

Mr. BURDEN. Yes; that is correct, sir.

Senator MCCARRAN. Now, there was also a different program that was set up by the Army prior to the war training service as we understand it. Now, that was set up, as has been testified before the Appropriations Committee, it was set up because the Army found it necessary to act very promptly to get trainees as rapidly as possible.

Off the record.

(Discussion off the record.)

Senator MCCARRAN. Now, on the record.

You are familiar with that program, for which an appropriation of some $3,000,000 was made at the last Appropriations Committee meeting in June?

Mr. BURDEN. You are referring to the enlisted reservists' program for which funds were appropriated to C. A. A. directly as distinguished from by a transfer from the War and Navy Departments.

Senator MCCARRAN. That is right.

Mr. BURDEN. In that case C. A. A. actually recruited the personnel for the Army. There were supposed to be overage men, or men otherwise not qualified for control duty, who were to be used for instructors and other purposes.

Senator MCCARRAN. That program was carried out in accordance with the advice and counsel and direction of the Army?

Mr. BURDEN. Yes, sir.

Senator MCCARRAN. And that program has either already terminated or will terminate in June?

Mr. BURDEN. No; that program has terminated. That is the one that was terminated at very short notice, to which you referred.

Senator MCCARRAN. What became of those trainees eventually?

Mr. BURDEN. I think Mr. Stewart had better answer that question in detail because he is familiar with it.

Senator MCCARRAN. Very well; I will propound that question to Mr. Stewart when he comes on.

Mr. BURDEN. Yes, sir.

Digitized by Google

Senator McCARRAN. Now, recently you have had the war-training service, and that was conducted by assigning these cadets, or trainees, to certain colleges and universities and educational institutions throughout the country.

Mr. BURDEN. That is correct.

Senator McCARRAN. And the assignment was made by the—the selection of the college, as I understand it, was made by the Army.

Mr. BURDEN. That is right.

Senator McCARRAN. And they made the selection of the college by determining, through advice from C. A. A., as to whether or not there were available and convenient training facilities to give the boys air training.

Mr. BURDEN. Yes, sir.

Senator McCARRAN. And the classroom work, or ground school work, was conducted in the college classrooms?

Mr. BURDEN. Correct.

Senator McCARRAN. How many colleges were involved in that program?

Mr. BURDEN. 152 colleges in the Army cadet indoctrination program, 90 in the Navy program, and fifty-odd in the program for the training of flight instructors.

Senator McCARRAN. And those colleges were selected by the Army and the Navy?

Mr. BURDEN. That is correct. The services made the selections after we advised them about the fields and flying facilities.

Senator McCARRAN. That has been going on to the present time, that program?

Mr. BURDEN. That is right.

Senator McCARRAN. You have received notice, I take it, by both the Army and the Navy as to the termination of that program?

Mr. BURDEN. The Army indoctrination program has been concentrated in the sense that the Army has dropped 70 of the 152 colleges, leaving 82 in. They have indicated, I believe, that those 82 may be continued in the program beyond June 30. They will not be necessarily dropped at that time.

Senator McCARRAN. Well, I am going on the assumption that they will also be dropped. That is on my own.

Mr. BURDEN. Yes.

Senator McCARRAN. At least a high percentage of those remaining will also be dropped.

I am guessing at this, but I have reason for a pretty good guess, that the whole matter is going to be taken into the Army and all of the training will be conducted in the Army's own schools in the future. Now, that is just from observing on the side lines.

Assuming that to be the case, or not assuming that to be the case, under the present order that you have received, and advice that you have received, some 70 colleges will pass out of the program?

Mr. BURDEN. In approximately 3 months, I believe; yes.

Senator McCARRAN. There will be no more replacements in those colleges, as I am advised.

Mr. BURDEN. That is correct, Senator.

Senator McCARRAN. Now, about how many contractors, that is, those who have taken contracts at your behest, that is, at the C. A. A.'s behest, or the Army's behest, about how many will be affected by the cancelation of this program?

Digitized by Google

Mr. BURDEN. Well, I think in general it could be said that there is approximately one contractor for every college. If the entire program were eliminated a total of 290 contractors would be dropped; 200 in the Army program and 90 in the Navy.

Senator MCCARRAN. Now, those contractors had to pass the scrutiny of the C. A. A. and the Army before they got the contract?

Mr. BURDEN. They were selected by C. A. A.

Senator MCCARRAN. And about how many are there, as a rule, how many individuals are there acting under each contract?

Mr. BURDEN. Well, the total number of people employed is about 9,000, I believe, of which 5,000 are flight instructors. So dividing that by 300, that would be an average of 30 employees per contractor.

Senator MCCARRAN. You said there were already 70 colleges affected?

Mr. BURDEN. Yes.

Senator MCCARRAN. And of course 70 different communities are affected.

Mr. BURDEN. Yes. If you include the Navy, more than that.

Senator MCCARRAN. Just during the course of your observation and in the course of your conducting this program, have you at any time found that complaint was being made of the manner in which the service was carried out?

Mr. BURDEN. I believe that the program has been generally satisfactory to the services—since I have been here, Senator.

Senator MCCARRAN. Is there anything further that you could give to the committee that would throw light on the question? Permit me, Mr. Burden, to divide the question a little.

In the writing of the Civil Aeronautics Act in 1938 we set into this act this pilot training program with no idea that there was going to be a war. I started writing the Civil Aeronautics Act in 1934 and I finally got it through in 1938. There was no war contemplated in 1934 and none in 1938. But those of us who have had occasion to watch the course of aviation are convinced that aviation is only in its infancy. We believe it is going to be one of the great agencies, if not the greatest agency, in commerce, for the world, and especially for the United States.

So we thought that the Civil Aeronautics Administration would be the best agency to set up a training program so as to keep replenished a so-called pool of pilots for civil life. That was what was in mind when we wrote into the act the provision for a civilian pilot training course. Our first appropriation was comparatively small. The appropriations since that time have been larger.

But I would draw your attention to the fact, Mr. Burden, that outside of the Army program there should be a training program for pilots on the civilian side of this, and it is with that in mind that we have introduced this bill, so that while under the original provision it terminates in 1944, it should go on for at least another 5 years, and perhaps interminably, so that we can always have pilots trained by proper authority.

Mr. BURDEN. I entirely agree with that position, Senator. I have a general statement which points that out.

Senator MCCARRAN. We will be very glad to have you make that statement, and I respectfully request it.

Mr. BURDEN. Thank you, sir.

Digitized by Google

It seems to me that Congress can well be proud of what has been accomplished by the Civilian Pilot Training Act of 1939. Its valuable contribution to the development of American aviation in peace and war has been well outlined by the witnesses which have appeared before this committee.

In the brief 5 years of the act's existence, flight training has been made an integral part of the activities of several hundred of our colleges and of the lives of tens of thousands of our young people. The system of training which has been developed proved its value in the pre-war period in helping the growth of civil aviation and at the same time strengthening us for the war which was to come. It is proving its value during the war in giving initial training to literally hundreds of thousands of young Army and Navy aviation cadets. It is of permanent value to our civilian economy. If continued it will prove its value in the post-war period in preparing America for the air age that is coming.

Thanks to your foresight, America is in the lead among the nations of the world in the air conditioning of its youth. And most important, this goal has been achieved in a thoroughly American way—not through regimentation or militarization as it has been accomplished in the Fascist nations.

You have heard from representatives of the three main groups who made up this democratic team—the colleges which provide the housing and ground instruction, the small private flight contractors which give the flight instruction and the Government organization (C. A. A.-W. T. S.) which administers and supervises the program. But the men who have appeared are only a sample of the thousands of American citizens who make up this unique joint effort. In the files of C. A. A. are letters from hundreds of them expressing opinions and points of view similar to those you have heard in the last 2 days. Each one of those men and women feels that he is connected with an effort that is sound, that is important to his country, and that is truly American. They feel that it is to our national interest to continue the legislation which has already achieved such great results and, more important, to continue flight training in connection with our educational institutions—be they colleges or high schools—throughout the war so that they may be prepared to do the tremendous job that will await them with the coming of the peace—the job of making America a nation of airmen in the truest sense.

While America is in the lead in this respect at the moment, she can hold this position only by hard, intelligent, imaginative, cooperative work. She cannot remain so if this program is allowed to lapse, this legislation to expire. This is no time to put our aviation facilities in cold storage. We must not relax.

The other great nations of the world are giving the keenest attention to the aviation training of youth. The British have announced that their Air Training Corps, wherein boys receive training in uniform under R. A. F. auspices, will continue after the war. Leading Englishmen have told me of their deep regret that they have been forced to organize this as a military effort and that it has not been accepted by the schools and colleges as a part of normal English educational life in the way that our American civil training program—and I stress the civil—has been accepted here.

94987—44——7

Digitized by Google

In Russia a similar movement is under way. At the recent dinner tendered to Mr. Orville Wright on the fortieth anniversary of the first airplane flight, the representatives of the Russian Government said, "Mr. Wright, I have never met you, but your name and achievements are known to every school child in Russia." Do you believe that the expenditure of twenty, thirty, or fifty million dollars will deter the Russian Government from continuing its program of aviation education?

By the extension of this act and its implementation by a sound training program, Congress can continue the magnificent work which has been begun. It will, as you all know, be of infinitely greater importance in the next 5 years than it has in the last 5. Under such legislation I would hope to see flight training of Army and Navy personnel continued in the colleges during the war to the maximum degree possible. The use of civilian facilities for such purposes seems to me not only desirable but essential in our national interest. I would hope to see flight training of 16- and 17-year olds introduced into our high schools during the war. And after the war I hope to see ground and flight training in our high schools and colleges to prepare America for the air age. Such training should be coordinated with whatever military aviation training programs Congress sees fit to approve.

We are entering a period of uncertainty—no man in this room can tell what the next 2 or 3 years will bring in America. When will the war end? Will we have compulsory military service as a permanent feature of our national life? How large a military establishment will be approved by future Congresses?

With these uncertainties before us, it seems to me that we should not discard a democratic system of aviation training which in time of peace will supplement our military training activities and which has proved itself the best mechanism of spreading aviation knowledge among youth devised by any nation in the world.

Thank you.

Senator McCARRAN. Thank you very much. Any questions, Senator?

Senator CLARK. No.

Senator McCARRAN. Now, a number of educators have come in this morning and I haven't their names. Mr. Robert Liston of King College is here. Mr. Liston, would you care to be heard? Take a seat at the table, Mr. Liston, and state your name, the institution with which you are connected, and your official position.

STATEMENT OF ROBERT T. L. LISTON, PRESIDENT, KING COLLEGE, BRISTOL, TENN.

Mr. LISTON. R. T. L. Liston, president of King College, Bristol, Tenn.

Senator McCARRAN. You may be seated, Doctor.

Now, any statement that you may care to make to the committee with reference to your observation of the pilot training program that has been conducted in your institution will be gratefully received.

Mr. LISTON. Senator, we think it was of benefit to the college by reason of the toning up of the spirit of the boys, giving them this practical and interesting work. We believe it was of value in the

Digitized by Google

past in promoting knowledge of aviation, particularly as preparation for what is going on right now.

Senator McCARRAN. When did you first commence to interest your students in aviation?

Mr. LISTON. 1939.

Senator McCARRAN. And did you set up a department, or anything of that kind?

Mr. LISTON. Yes.

Senator McCARRAN. What did you do in that respect?

Mr. LISTON. There was a contractor not connected with our college conducting flight training at a nearby airport, and the college itself, with its regular faculty, giving instruction in physics and meteorology, and the civil air regulations, the theories of flight.

We think that has a permanent value for our institution and a permanent value as a service to the country, which is along the lines which have been stated of maintaining the interest in and spreading the knowledge—it gets the knowledge much further out into civilian life. Many of these boys will be school teachers, some of them will be businessmen. The school teacher who has had that aviation training will maintain an interest in aviation and a knowledge of aviation which could not be gotten in any other fashion.

Senator McCARRAN. And the businessman likewise.

Mr. LISTON. Surely.

Senator McCARRAN. Now, did you find that your students were interested in it?

Mr. LISTON. Yes, indeed, sir. Our problem generally was to get enough places in the program for the people who wanted to take it. Practically always packed.

Senator McCARRAN. Well, when the war came on, what was your experience and observation as to those boys who had flight training or training in aviation in your institution, as to what they did with reference to going into the Army in that line?

Mr. LISTON. Practically all of them landed in the Army, and one of the highest commendations I have seen, after trying to keep up with all of them, was General Arnold's statement about a young captain of ours who was killed in north Africa. It was very highly commendatory of his work. Swede Olson.

Senator McCARRAN. And his training had commenced in your university?

Mr. LISTON. Yes. He got the beginning of his flight training there.

Senator McCARRAN. Very well, Doctor. Is there anything further?

Mr. LISTON. No, sir.

Senator McCARRAN. Any questions, Senators?

Senator BREWSTER. No.

Senator CLARK. No.

Senator McCARRAN. Thank you very much, Doctor.

Now, I think there are some others here from Tennessee. Is there anyone else here from Tennessee?

(No response.)

Are there any other educators or those from educational institutions?

Dr. Croft, will you come forward, please, and state your name, the institution with which you are connected, and your position?

Digitized by Google

STATEMENT OF HUBER O. CROFT, COORDINATOR, WAR TRAINING SERVICE, STATE UNIVERSITY

Mr. CROFT. My name is Huber O. Croft. I am a mechanical engineer and coordinator of W. T. S., State University.

Senator MCCARRAN. Any statement you may see fit to make with reference to the pilot training in your institution the committee would be very glad to hear.

Mr. CROFT. Well, we have found that the C. A. A. program has been very helpful in the promotion of our work in aviation and aeronautics.

I am sorry I wasn't here yesterday, Senator, to know what has gone before. I don't want to repeat.

Senator MCCARRAN. Just go on and state it in your own way. Don't worry about repetition.

Mr. CROFT. Well, as I see this problem there is a long-range civilian problem and a short—comparatively short-range war problem. The Army and Navy, of course—and, by the way, we have a Navy program—the Army and the Navy, of course, have made a study of the number of men they need at this time and in the future. I think that the principal basis for civilian training at this time is that many of the instructors in this program are overage, so to speak, overage civilians, and if this work is continued in the various institutions who are taking advantage of overage civilians, it will thereby release, necessarily, Army personnel for more active duty.

Now, that may or may not be an advantage. Of course, that is for the Army and the Navy to decide.

Senator MCCARRAN. What is your view as to the future of aviation and the necessity for continuing with the training so that a knowledge of aviation will be more broadly disseminated?

Mr. CROFT. Well, of course, we believe that civilian pilot training should continue after the close of the war. We believe that it is advantageous to the average college student to be able to learn to fly. That is the type of world we are going to live in, undoubtedly. And it is stimulating to our aviation division. You see, we have aeronautical engineering in addition to civilian activities, which with us was an extracurricular activity, just the same as football or things of that sort, during the civilian days.

Senator MCCARRAN. Did your institution ever give degrees for that line of engineering or that line of scientific work?

Mr. CROFT. In aeronautical engineering?

Senator MCCARRAN. Yes.

Mr. CROFT. Well, with us it is a degree of mechanical engineering, as it is at most institutions, but we did expand our aeronautical engineering department at that time.

Senator MCCARRAN. And what was your observation as to the efficiency of the C. A. A. in this program, both during the war and prior to the war?

Mr. CROFT. Why, I think it has been a very efficient program.

Senator MCCARRAN. And you have had the aid and counsel and guidance of C. A. A. during all of the time?

Mr. CROFT. Yes, sir.

Senator MCCARRAN. Is there anything further you see fit to state, Doctor?

Digitized by Google

Mr. CROFT. No sir.

Senator McCARRAN. Any questions, Senators?

Senator CLARK. No.

Senator BREWSTER. No.

Senator McCARRAN. Thank you very much.

Mr. STEWART. Just a moment.

Are there any others here from out of town who have not been heard and who would care to be heard this morning?

(No response.)

Senator McCARRAN: Are there any others here, from in town, who would care to be heard?

Mr. MOONEY. I would like to be heard, Senator, but I don't want to disrupt your schedule.

Senator McCARRAN. That is all right. We will hear you right now.

Senator BREWSTER. Senator, I would like to put these telegrams in the record.

Senator McCARRAN. These telegrams will go in the record, and I have additional telegrams here that will also go in the record at this point.

(The telegrams referred to are as follows:)

MEMPHIS, TENN., *February 3, 1944.*

Hon. PAT McCARRAN,
Washington, D. C.:

Your bill providing continuance of Civil Aeronautics Administration should have support all fair minded citizens. It is most unfair to start men on this course then abandon them, many on verge of graduation. Many young men contemplating entering aviation service will be deterred if abandonment of program occurs.

H. V. REID.

RHINELANDER, WIS.

Hon. PAT McCARRAN,
United States Senate, Washington, D. C.:

Enjoyed talking with you. Am sending Instructor Richard Goodrich representing 175 instructors from the Northwest. Trust that you will hear and question him on Thursday, February 3. Wires have gone out to some 50 members of the Senate and House asking them to appear and aid you in this bill.

Sincerely,

BRADLEY R. TAYLOR,
Vice Chairman, Department of Wisconsin Aviation Committee, American Legion.

NASHVILLE, TENN., *February 2, 1944.*

Senator PAT McCARRAN,
Washington, D. C.:

I respectfully request and strongly urge the continuation of Civil Aeronautics Administration War Training Service which has enabled me to build and operate a private field thus giving Nashville its only designated airport for transit ships. We have trained approximately 1,500 students for the Army, giving employment to over 100 people during the year. The Civil Aeronautics Administration War Training Service is efficient, active, well-organized, and has accomplished wonderful results. In order for these programs to continue their efficiency the war training service should have privilege of selecting flight contractors and colleges for training. Civil Aeronautics Administration War Training Service is undoubtedly the best-fitted organization to supervise the aviation training resulting in a steady flow of young pilots to insure and defend a lasting peace.

J. D. GILLESPIE,
Owner-Operator of Gillespie Airways.

Digitized by Google

SUSANVILLE, CALIF., *February 3, 1944.*

Hon. P. H. MCCARRAN,
United States Senator, Senate Building, Washington, D. C.

Communication from John P. Morris, Director, Civil Aeronautcs Administration War Training Service addressed to our Lassen Junior College, Susanville, advises contract with said college as a war training school for the Navy will probably terminate in the near future. We definitely believe the program should continue as results obtained here have been outstanding. Anything you can do to extend this training activity will be appreciated. Understand McCarran and Lea have introduced bill in the interest of aviation training. We suggest your support of such legislation.

SUSANVILLE CHAMBER OF COMMERCE,
W. C. MORRILL, *President.*

CHATTANOOGA, TENN., *February 1, 1944.*

Senator TOM STEWART,
Washington, D. C.:

We strongly urge continuance of the Civilian Pilot Training Act for 5 years. Work here was most successful and such training will be urgently needed following the war. Regret inability to attend hearing.

DAVID A. LOCKMILLER,
President, University of Chattanooga.

CHATTANOOGA, TENN. *February 1, 1944.*

Hon. TOM STEWART,
Washington, D. C.:

Supplementing earlier wire, civilian pilot training program here replaced by 45 colleges training detached Army Air Forces last March, if latter is discontinued now we stand to lose several thousand dollars because of preparations made for Army on recommendation of Army board. Also 7 barracks, kitchen, and mess hall will be idle and highly trained faculty dislocated 85 percent male student in service, leaving only 45 17-year-olds and IV–F's in school. Hope present Air Force program will be continued for duration and urge passage civilian pilot program for post-war period.

DAVID A. LOCKMILLER,
President, University of Chattanooga.

CLARKSVILLE, TENN., *February 2, 1944.*

Senator TOM STEWART,
United States Senate:

Impossible for Austin Peay State College to be represented at hearing of McCarran's bill today. Have wired Senator McCarran assuring hearty support.

P. P. CLAXTON,
President, Austin Peay State College.

MARYVILLE, TENN., *February 2, 1944.*

Hon. TOM STEWART,
United States Senator from Tennessee:

Pursuant your telegram aviation training, have instructed our Dean McClellan and Professor Queener in Washington communicate with you also asking Dean Smith, University, Tennessee, represent us.

RALPH WALDO LLOYD,
President, Maryville College.

MURFREESBORO, TENN., *February 2, 1944.*

Senator TOM STEWART,
Senate Office Building:

Sorry cannot come to Washington this week. Letter follows. I endorse fully civilian pilot training program.

Q. M. SMITH, *President.*

Digitized by Google

MEMPHIS, TENN., *February 2, 1944.*

Senator TOM STEWART,
United States Senate Office:

Greatly appreciate your thoughtfulness in sending telegram about civilian pilot training program. Southwestern cooperated in that program from its inception in 1939. In 1942 it was taken over by Army and was known as War Training Services. Since March 1943 we have had at Southwestern Thirteenth Detachment of Army Air Forces air crew cadets and we hope that this will be continued at Southwestern, for we are doing a good job and the need seems to be continuous. Regret, that time, distance, and travel conditions make it impossible to have representative to testify at hearings.

CHARLES E. DIEHL,
President, Southwestern College.

KNOXVILLE, TENN., *February 1, 1944.*

Senator TOM STEWART,
United States Senate:

Dean Smith will represent the University at Civilian Pilot Training hearing in Washington tomorrow.

JAMES D. HOSKINS, *President.*

MARTIN, TENN., *February 1, 1944.*

Hon. TOM STEWART,
Senator, Washington, D. C.:

Have talked to Dean Fred Smith, of University of Tennessee, concerning your wire and hearing on Senator McCarran bill to extend Civilian Pilot Training program for 5 years. Our Junior College is a branch of the University. Dean Smith will be there to represent us. We have trained 450 aviation cadets to present, 40 before Pearl Harbor. Have excellent facilities here for both ground and flight instruction. Urge your support to extend programs.

PAUL MEEK,
University of Tennessee Junior College.

BRISTOL, TENN., *February 1, 1944.*

Hon. TOM STEWART,
Senate Office Building, Washington, D. C.:

I shall be present on Thursday representing King College before your committee as requested.

R. T. L. LISTON,
President, King College.

COOKEVILLE, TENN., *February 1, 1944.*

Senator TOM STEWART,
Senate Office Building, Washington, D. C.:

We are interested in continuation of Civilian Pilot Training Act after June so that statute books will authorize resumption of program in peacetime. Our local flight operator will be represented by the National Aviation Training Associations delegation. Our more immediate concern is congressional approval of the Army's recommendation with regard to college training phase of Air Forces flight training program which may be included in general consideration of various training programs scheduled by joint congressional committee on February 2.

Regards,

EVERETT DERRYBERRY,
President, Tennessee Polytechnic Institute.

JOHNSON CITY, TENN., *February 2, 1944.*

Hon. TOM STEWART,
Senator, Washington, D. C.:

Unable to be represented at civilian pilot training program hearing.

MILLIGAN COLLEGE,
C. E. BURNS, *President.*

Digitized by Google

LEBANON, TENN., *February 1, 1944.*

Hon. TOM STEWART,
Senate Office Building, Washington, D. C.:

As Cumberland has large air field adjoining campus and supervised a civilian pilot training program for several years prior to Pearl Harbor naturally favors Senator McCarran's bill. However, as I could add no new arguments in support of the measure, think it expedient not to make the long trip. Please convey to the committee Cumberland's hearty endorsement of the proposal. Thanks for your telegram.

L. L. RICE.

Senator MCCARRAN. Will you kindly state your name, your residence and what organization or institution you represent?

STATEMENT OF C. R. MOONEY, ASSISTANT TO THE PRESIDENT, PARKS AIR COLLEGE, EAST ST. LOUIS, ILL

Mr. MOONEY. My name is C. R. Mooney. My residence is Kansas City, Mo. My connection, my official connection is assistant to the president of Parks Air College, East St. Louis, Ill. I am chairman of the legislative committee of the National Aviation Trades Association, whose witnesses were heard yesterday, and I am supporting what was offered by that group.

I am also aviation chairman of the American War Dads, an organization with 482 chapters in 42 States.

Senator McCarran, I want to add something to what you said yesterday. As the father of a boy who took this training in the first class at Wentworth Military Academy, Lexington, Mo., I can certainly substantiate your statement that without the Government's assistance my son would not have been able to take this training. I am sure that would be true with respect to thousands of others. Of course, we know it would have been true.

I am going to ask the committee's indulgence to cite some figures, if I may, with respect to this class. My son was one of a quota of 20. Of those 20, trained in the scholastic year of 1939–40, 9 of them were Army pilots, 3 Navy pilots, 7 in other services of the Army. In most of those cases the boys went into other services of the Army, I mean other than Air Corps, because of physical short-comings that were discovered which prevented their going on into the Air Corps. One instructor. One, I should say, instructor in Army's Air Corps primary system. Of the 20, 3 of those boys have given their lives, and one is a prisoner in Germany. I had occasion something like a month ago to check into those figures. I am sorry I cannot give you the record of succeeding classes.

There is one other point that none of our college friends brought out that I hope I may be justified in emphasizing. Speaking as a parent, and for the hundreds of thousands of other parents who will have boys training in the future under C. P. T., we feel that we can repose confidence in the leadership that is represented in the colleges and universities. None of the institution spokesmen here have mentioned that point; perhaps properly. But speaking as a parent, and speaking also as a war veteran of 1917–18, I want to say in behalf of the colleges that we feel that our boys will be looked after better, from two points, under the supervision or auspices of the universities and colleges than they would under any other sponsorship.

Digitized by Google

First, from the safety angle, because the colleges and the school officials feel toward the families a responsibility that I do not believe you will find anywhere else. I am saying that with due deference to C. A. A., their inspector system, and knowing that they do make a thorough and very careful preparation to insure the safety of their training program.

At the same time the watchfulness of the college coordinators or other officials doubly guarantees the safety program, which is well attested by the fact that for the first seven programs under C. A. A., as the records have shown, the insurance companies reduced the casualty rates on trainees, and as we well know, insurance companies do not reduce casualty rates as a matter of sentiment. Actuarial figures alone are the test.

From the viewpoint of safeguarding the moral upbringing and continuing the home influence over these boys at a very critical age in their lives, speaking for the organization I feel sure we could not find a better sponsorship than we find in our colleges and universities which have over the years developed that attitude toward young America. We have a system here under civilian pilot training which has proved itself in more ways than one. We all think it would be a real disaster if the system were discontinued. That is all I have to say.

Senator McCarran. We are very grateful to you for coming before the committee. The committee appreciates your thoughtfulness and your courtesy in coming here, and your statement.

Mr. Mooney. I will offer one suggestion. Mr. Ong, former president of M. A. T. A., could offer some suggestions with reference to the men who have suddenly found their employment terminated by reason of the cancelations. We have that problem.

Senator McCarran. Yes.

Is there anyone else here that cares to be heard? If there is anyone else here who has anything further to say at this time, either from out of town or in town, come forward, please.

STATEMENT OF CARLYLE E. GODSKE, CHAIRMAN, AERONAUTICS COMMITTEE, THE AMERICAN LEGION

Mr. Godske. Senator, I have a matter which I think should be brought up. As you know, yesterday I indicated to you that I had a wire from some of these pilots that have been working in this training program.

Senator McCarran. Yes.

Mr. Godske. And they have indicated that they would send a representative here to appear before this committee. Apparently, they have not arrived, and I feel that through no fault of their own, they might not be heard.

I think the attention of the Congress should be brought to the plight of these instructors who have very faithfully served our country for a period of 2 to 2½ years, very patriotic men. These men practically all enlisted in the Reserve with the understanding that they would remain at their present duties until no further need of their services were required and that they would be taken into the armed forces on a grade equal with their present duties.

The fact of the matter is that a great number of these contracts have been canceled and these men are now thrown on the mercy of

Digitized by Google

either being called to active duty as a private in the Army or accepting a discharge which in effect puts them in the same position.

Senator McCARRAN. Let me interrupt there.

Mr. GODSKE. Yes, sir.

Senator McCARRAN. Do you understand, or do you have any knowledge that any promises or understanding was had between the military authorities and these instructors that on the occasion of the termination of these contracts they would be taken into the Army?

Mr. GODSKE. Senator, these men, of course, were hired by contractors under contract to the Civil Aeronautics Authority, and I think Mr. Stewart could answer you on that question.

Senator McCARRAN. Well, the committee would like to know if there was anything of that kind.

Mr. GODSKE. It was the understanding, sir.

I think the armed services should recognize the service that these men have given. These men are very proficient in their profession, some of them having thousands of hours and without question are among the best pilot material in the country, and it does seem that some recognition should be extended to these men from the armed services.

I would like to have that put in the record, Senator, feeling that these men might not get here.

Senator McCARRAN. I am going to join with you, and I am going to join with you very emphatically, and I want to say in that respect that I have already taken the matter up, and I shall pursue that course as long as I have the ability to pursue that course that these contractors who have for the past 2 years or thereabouts, under the Civil Aeronautics guidance and at the behest of the Army and the Navy, conducted this very worthy work, shall not be just thrown to the winds now. Something must be done, in justice and fair play, to see that they are properly taken care of in some way.

Now, I am not in any position, and no one is in a position, to tell the Army how it will conduct the war, but it can at least designate what is fair and just in dealing with men generally who have been called upon to serve, and these contractors and instructors have served in a very valuable place up to the present time, and certainly they should not be now just thrown out without proper recognition.

That is the attitude of the chairman of this subcommittee, I can tell you that.

Mr. GODSKE. Thank you very much.

Mr. STONE. May I have a minute, Mr. Chairman?

Senator McCARRAN. Yes, indeed.

Will you state your name, again, for the record?

STATEMENT OF D. F. STONE, REGIONAL DIRECTOR, NATIONAL ASSOCIATION OF COLLEGES AND UNIVERSITIES IN PILOT TRAINING, SIXTH REGION

Mr. STONE. Daniel F. Stone, regional director, National Association of Colleges and Universities in Pilot Training, sixth region.

Senator McCARRAN. Have a seat.

Mr. STONE. I would like to add, Senator, to the testimony I gave yesterday on several points that I think were not brought out clearly enough.

Digitized by Google

Senator McCARRAN. Very well.

Mr. STONE. The first one is concerned with the abandonment of civil pilot training centers, the concentration of the training which is thus discontinued in regular Army and Navy cantonments. This will throw out of employment not only the civil employees that have been employed up to the present time but there would not be for the some 100,000 who are discharged each month. I read that in the paper this morning. There would be no chance for these veterans to be reemployed.

In other words, the Army and Navy taking over these training facilities or rather taking over the training in their own facilities would not only throw out of employment at present thousands of employees, civilian employees, but would provide no employment for returning veterans, and in addition to that the many airports and aviation facilities at the airports affording possible jobs for returning veterans would be largely eliminated, many of the fields would have to be closed up completely if this training program were discontinued.

Senaor McCARRAN. There is something else to be added to that, and it is this, that these instructors and trainees have been in civil life, many of them have been over-age or otherwise not regarded as proper material for the military service. Everyone of them instructing in their respective capacities have taken the place of an Army instructor and given him his place of freedom to go forward in the Army in furtherance of the war effort. They have been serving in place of Army instructors and when they are now dismissed and no longer employed and with no availability for them to be utilized, then the members of the armed forces—if this program is to be carried in the Army, the members of the armed forces must be taken out of combat and utilized in the training of pilots and trainees. It doesn't seem to me to be either military economy nor any other kind of economy; but maybe I have the wrong slant on it.

Mr. STONE. I think that is perfectly right, Senator.

Then, there is another point I want to again stress. I stressed it yesterday. That was the decentralization part of that program, and that has been the basic foundations of our Government from the time of the Revolution, that authority be decentralized and put back, brought back, to the people. The people themselves have very little control, of course, over the military, and, of course, no one would question that policy in time of war or any other time of emergency. But the decentralization of this pilot-training program should continue to promote safety and to popularize aviation. That point was brought out yesterday, but I wanted to again stress it because it is very important.

The accident rate has been so phenomenally lower, as has been brought out this morning. The rates were drastically—the insurance rates were drastically brought down voluntarily by the insurance companies. And that safety feature alone in manpower saved is worth everything else, I think.

Now, the efficiency of the C. A. A. program has been remarkable. I would like with your permission to cite an instance from our own training program, if I may.

Senator McCARRAN. Very well.

Mr. STONE. Last September, when the Army took over the housing—or rather the control of the men, giving them military discipline

Digitized by Google

and drill, and being generally in charge of them, they brought in seven enlisted personnel and three commissioned personnel to do the job that two civilians had previously done.

Now, undoubtedly, they did it better and they did it the way the Army wanted it, but the men had previously been properly housed and fed, and otherwise their training in the aeronautical field was not affected in the least. It was just as good before as after. In other words, 10 Army personnel were tied up with the activation. That had not been so before.

I would like to submit three more telegrams if I may.

Senator McCARRAN. Very well. They will go in the record.

Thank you very much.

(The telegrams referred to are as follows:)

SAFFORD, ARIZ., *February 3, 1944.*

D. F. STONE,
Washington, D. C.:

Gila Junior College urges their regional civilian pilot training director, D. F. Stone, to endeavor to secure for colleges and junior colleges, long-term permanent and Government-sponsored aeronautical training program. This program is sponsored on a permanent basis, will provide continued supply of adequately trained young men for armed forces, if needed, and for improved civil and commercial aviation.

JOHN D. RIGGS,
Coordinator, Gila Junior College.

HOLBROOK, ARIZ., *February 2, 1944.*

D. F. STONE,
Washington, D. C.:

Fullerton Junior College, Fullerton, Calif., very strongly favors post-war continuation, pilot training program. Feels it is very important in post-war economy.

FULLERTON JUNIOR COLLEGE,
HAROLD L. PUFFER, *Coordinator.*

SUSANVILLE, CALIF.

D. F. STONE,
Washington, D. C.:

Decisions now being made by Army, Navy, and Congress will determine future of civilian flight interest and flight training, important for progress that some form of civilian pilot training be continued among educational institutions.

R. N. LLOYD,
Coordinator, Lassen Junior College.

Senator McCARRAN. Is there anyone else who cares to be heard who was not heard yesterday?

Mr. Stewart, we will now call on you.

Let the record show that the committee has called upon Mr. Stewart and is at its own request asking Mr. Stewart to answer certain questions pertaining to this matter and pertaining to this bill and to make statements to clarify the situation with reference to the efficacy of this bill and whether or not it should be reenacted.

Will you state your name, your position, and your place of residence?

Digitized by Google

STATEMENT OF R. McLEAN STEWART, EXECUTIVE DIRECTOR OF TRAINING, CIVIL AERONAUTICS ADMINISTRATION

Mr. STEWART. R. McLean Stewart, executive director of training, Civil Aeronautics Administration; now residing in Washington.

Senator McCARRAN. How long have you been in your present position, Mr. Stewart?

Mr. STEWART. Just a little over a year, Senator.

Senator McCARRAN. State for the record exactly what your position means, what you carry out in the way of service.

Mr. STEWART. I have been placed in charge of the activities of the pilot-training service of the Civil Aeronautics Administration. That organization has operated under contractual arrangements with flight and ground contractors throughout the United States arranging for the provision of flight and ground school instruction for personnel being trained at the request of the War and Navy Departments. It succeeded to the organization which was established to give training on a civilian basis as authorized under the Civilian Pilot Training Act of 1939.

Senator McCARRAN. Is it correct to state that your work has had to do almost entirely with what we call war-training service?

Mr. STEWART. Since I took over responsibility, that is true, sir. The name of the service was changed in December 1942.

Senator McCARRAN. Prior to that, it was what?

Mr. STEWART. It was known as the Civilian Pilot Training Service.

Senator McCARRAN. Now, that service, as we have heard here for the past 2 days, was carried out through the colleges of the country?

Mr. STEWART. That is correct, sir. Pilot-training activities of civilian aviation have gone through three major phases. The first phase under the Civilian Pilot Training Act of 1939 was concerned with the training of civilians as such. The second phase, which began early in 1942, was concerned with the training of reservists for the Army Air Forces and for naval aviation. The third phase, which began, as far as the Navy was concerned, on December 15, 1942, has been concerned with the training of men on active duty with naval aviation or with the Army Air Forces.

Senator McCARRAN. How many men did you have in training under that program? I am speaking now of War Training Service.

Mr. STEWART. Perhaps, it might serve, Senator, to give you the general background of the whole, if I were to place in the record a statistical tabulation which covers all activities under the Civilian Pilot Training Act and of the Pilot Training Service of the Civil Aeronautics Administration. It covers the fiscal years from 1940 to 1944, inclusive, up to December 31, 1943.

Senator McCARRAN. Does that show the number of colleges and the names of the colleges or institutions where the training was carried on?

Mr. STEWART. This record does not, but I have such records and will be glad to submit them, Senator.

Senator McCARRAN. I think that it would be well to have in the record the names of the institutions, whether they be colleges or universities or junior colleges or whatever they may be, and if possible the number of trainees in each institution, if they could be worked up

Digitized by Google

without too much work. I think it would be worth while for the record.

Mr. STEWART. Very well. I will see that it is submitted for the record, Senator.

I might outline what this statement shows, because I think it is a matter of great interest to all concerned. I am sure it would be to your committee, sir.

This shows that for the fiscal year 1940, that is, commencing July 1, 1939, and extending through June 30, 1940, Congress appropriated $4,000,000; in the succeeding year, fiscal year 1941, $37,000,000; in the next year, fiscal year 1942, $27,000,000. In the fiscal year 1943, the total made available for pilot training through civilian flying schools and colleges working under the supervision of the Civil Aeronautics Administration was $108,229,423, of which $72,000,000 was appropriated under the Civilian Pilot Training Act, $3,715,000 given in special funds from Congress, $6,486,605 transferred from Army working funds, and $26,027,818 transferred from Navy working funds.

For the present fiscal year, the total made available although not all used for the Pilot Training Service of the Civil Aeronautics Administration aggregated $97,125,802, of which $29,400,000 was appropriated directly to the C. A. A. under the Civilian Pilot Training Act, $1,805,782 transferred from special funds, special funds authorized by Congress, $24,535,080 transferred from Army working funds, and $40,659,940 earmarked in the Navy appropriation bill for training at civilian flying schools and colleges. An additional $725,000 was included in the appropriation of the State Department for the conduct of a pilot and mechanic training program for inter-American groups, selected by the State Department and other agencies from our neighboring countries.

AFTERNOON SESSION

Senator MCCARRAN. Dealing with that for a moment, what is to become of that particular program?

Mr. STEWART. The inter-American program will, according to present plans, continue, Senator.

Senator MCCARRAN. About how many trainees are there now?

Mr. STEWART. I think—I am speaking from memory, and the figure may not be exact; I should say at the moment there are 35 in pilot training at Purdue and perhaps 55 or 60 in mechanical training at Tulsa.

Senator MCCARRAN. Didn't we have, somewhere in the Southwest, a contingent of trainees for China?

Mr. STEWART. I understand that the Air Forces are training some Chinese pilots at one of the flight training centers in Arizona.

Senator MCCARRAN. That didn't come under your supervision?

Mr. STEWART. We never had any included.

Senator MCCARRAN. It is not under C. A. A.?

Mr. STEWART. No, it is concerned withthe training of military pilots, I believe.

The net of all these appropriations is $273,355,225 for the period since the Civilian Pilot Training Act was first passed.

This statistical statement shows more than 10,400,000 hours of flight training has been given. It shows also that 348,962 individuals have

Digitized by Google

received training at the hands of civilian aviation in that period of 5 years up to December 31, 1943.

The details are here shown and I will submit the statement for the record, if I may, sir.

Senator McCARRAN. It will be received for the record.

(The statement referred to is as follows:)

Civil Aeronautics Administration War Training Service

	Fiscal 1940	Fiscal 1941	Fiscal 1942	Fiscal 1943	Fiscal 1944	Fiscal 1940 to 1944, inclusive
Appropriation:						
Civilian pilot training	$4,000,000	$37,000,000	$25,000,000	$72,000,000	$29,400,000	$167,400,000
Special funds from Congress			2,000,000	3,715,000	1,805,782	7,520,782
Army working funds				6,486,605	24,535,080	31,021,685
Navy working funds				26,027,818	40,659,940	66,687,758
Inter-American working funds					725,000	725,000
Total	4,000,000	37,000,000	27,000,000	108,229,423	97,125,802	273,355,225
Hours flown	371,000	2,168,725	1,857,860	3,648,950	[1] 2,376,657	[1] 10,423,192
Number of trainees	10,281	57,972	40,096	111,140 [2] 207,233	[1] 129,473	[1] 348,962
Enrollment by courses:						
Civilian pilot training:						
Elementary	10,197	47,276	26,845			84,318
Secondary	84	8,019	9,394			17,497
Advanced		10,696	13,251			23,947
Total	10,281	65,991	49,490			125,762
Army:						
Elementary				12,166		12,166
Secondary				10,345	[1] 2,329	[1] 12,674
Elementary cross country				1,101		1,101
Cross country				5,005	[1] 3,046	[1] 8,051
Link instrument				2,321	[1] 3,074	[1] 5,395
Flight officer				422		422
Elementary instructor				1,890		1,890
Secondary instructor				2,855	[1] 2,431	[1] 5,286
Pre-glider				5,219		5,219
Liaison				2,720		2,720
Elementary instructor standardization				158		158
Secondary instructor standardization				12		12
Commercial pilot qualifying				120		120
Total				44,334	[1] 10,880	[1] 55,214
Navy:						
Elementary				33,904	[1] 19,004	[1] 52,908
Elementary extra curricular				556		556
Intermediate				5,703	[1] 15,092	[1] 20,795
Secondary				5,350		5,350
Secondary extra curricular				70		70
Cross country				395		395
Link instrument				14		14
Secondary instructor				532		532
Special flight officer				1,393	[1] 176	[1] 1,569
Marines				451		451
Total				48,368	[1] 34,262	[1] 82,630
Air crew indoctrination				49,491	[1] 98,132	[1] 147,623
Grand total	10,281	65,991	49,490	142,193	[1] 143,274	[1] 411,429

[1] Fiscal year 1944 includes first 6 months only.
[2] Calendar year 1943.

Prepared by A. D. Harvey, on Feb. 1, 1944.

Senator McCARRAN. Have you any record indicating how that two hundred-odd thousand, how many out of that went into the Air Corps of the Army?

Digitized by Google

Mr. STEWART. Of course, that latter figure, the great number went into the Air Forces. I have a figure here which I think is interesting and I want also to submit this for the record. It was compiled some days ago, necessarily the figures were estimates as to the number who went to the Air Forces, because training in the earlier years was on a civilian basis, and the men trained were free to go where they chose to go. Most of them undoubtedly went to the Army and the Navy.

It is interesting, sir; I have the tabulation here, which I think is well worth presenting to you.

Some time ago the staff of the C. A. A. War Training Service, made a review of the records of men who had received training in civilian aviation to see what had become of them as they went along. It was an interesting study. They found that decorations were awarded by the Army and Navy to 683 individuals who received flight instruction in the C. A. A. War Pilot Training Service.

This does not include all of the men who have received decorations who had flight instruction, it includes only those whose records we were able to trace through. The 683 individuals received a total of 950 decorations, including 5 Medals of Honor; 10 Distinguished Service Crosses; Purple Heart, 32; Navy Cross, 51; Silver Star, 123; Navy and Marine Corps Medals, 3; Soldier's Medals, 1; letter from the Secretary of Navy, 6; Air Medals, 463; and Distinguished Flying Cross, 256.

One individual in that group received 18 decorations, another received 9, another received 7, another received 6, 13 received 4 decorations, 40 received 3 decorations, 98 received 2 decorations, and 516 received 1. I believe that is interesting.

I was reading last night a most excellent article on the air training program, which is in Fortune Magazine. It has this to say about civilian instructors.

You know all of the cadets who have gone into the air forces have received their initial flight training at the hands of civilian instructors. That has been true, whether they received training under the Civilian Pilot Training Act, or directly under the Air Forces, because, as General Arnold has stated in his recent report, published January 4, the Air Forces, when they had to initiate their large training program, called in civilian flying instructors, rather operators of civilian flying schools, and, by arrangements with those operators of civilian flying schools, they set up a number of training centers, manned by civilians, staffed by civilian flight instructors, and through those centers, every man who has gone into the Air Forces has received his preliminary training.

Fortune Magazine tells some of the story, and it says:

> The cadet flies solo after 8 to 12 hours dual training with his civilian instructor. Psychologically, the preliminary is an ordeal for the cadet. Here he first makes his transmission from ground and theory to the air and practice. The relationship of the cadet to the civilian instructor is delicate, for the instructor must gain an accurate insight into his student's character if he is to do his job well. The instructor must discover the student's weak points, the kind of thing he fears, the peculiar facets of his thinking and feeling.
>
> The Air Forces know how much it owes to the civilian instructors, and so do the pilots. Before they have won their commissions they will have flown with many other instructors, but the one they remember most warmly is the civilian instructor. "He is the guy that taught me to fly the darn thing," is the common reaction all their life.

Digitized by Google

I quote that from Fortune Magazine because I do not think that there can be much doubt that Fortune Magazine obtained the story from the Air Forces, and I think it most interesting.

In this magazine article there is also a tabulation which shows the development of the Air Forces, and I think that you might be interested, if you have not already seen it, in having that placed in the record, because it shows, and I can assume the figures are arrived at from an official source, it shows that in 1939, 696 pilots were produced by the Training Command of the Army Air Forces, that is in 1939. In 1940 there were 1,848, and in 1941, 8,353. That is an accumulative figure and includes 7,244 pilots. We come to 1942, and we have there a figure, and there it went up to 28,782, and apparently the cumulative figure for 1943 is 56,008, and the total of this is 94,516.

(The tabulation referred to is as follows:)

[Excerpt from Fortune Magazine for February 1944]

Arithmetic of air training, to Dec. 1, 1943

I. What the Training Command has produced:

	1939	1940	1941	1942	1943	Total
Air crew:						
Pilots	696	1,786	7,244	28,782	56,008	94,516
Navigators	----------	44	601	4,477	13,783	18,905
Bombardiers	----------	18	310	5,760	13,998	20,086
Aerial gunners	----------	----------	----------	25,820	106,981	132,801
Miscellaneous [1]	----------	----------	198	2,325	18,850	21,373
Technicians [2]	----------	----------	----------	273,068	513,333	786,401
Total	696	1,848	8,353	340,232	722,953	[3] 1,074,082

II. What the Training Command is:		
Students		489,361
Air crew	253,553	
Technicians	129,485	
Recruits	106,323	
Training Command personnel		531,416
Total		1,020,777
III. What the Training Command has:		
Flying training schools		397
Technical training schools		93
Training airplanes		23,674
Tactical airplanes		4,223
Ground-training planes		911
Gliders		555
IV. What the Training Command does:		
Fatalities per fatal accident		1.59
Hours flown per fatal accident (11-month average)		25,600
Training hours flown, month of October		2,617,000

[1] Included here are glider and liaison pilots, observers, women pilots, etc.
[2] Airplane mechanics, radio operator-mechanics, armorers, clerks, photographic specialists, etc.
[3] This total refers to the number of individuals who have completed courses. One individual may have completed courses in two or more specialties and he therefore would be included two or more times in this total.

Mr. STEWART. That is a colossal expansion, of course, and how is it possible? Obviously the small group of officers and flying personnel in the Air Forces in 1938 were not able of their own accord to give all the training that brought about this magnificent expansion in our Air Forces, nor were the 696 pilots trained by the Air Forces in 1939 able to do so.

General Arnold's report, which I have quoted, says that the pool created under the Civilian Pilot Training Act was an important reserve from which the Air Forces could draw for their expansion. General Arnold also states in that report that there were in the country

Digitized by Google

some 30,000 civilian pilots who had learned to fly and who could trian others to fly. It was from these sources that it was possible to achieve the great expansion in our Air Forces that has now been attained.

Certainly in large measure that was the case.

Now, why do I talk so much about the Army civil primary contract schools? Simply because of the fact that it would not have been possible, at least I think it would not have been possible, to set up the number of schools that were set up and which I believe have employed between five and six thousand flight instructors, all of whom are civilians, and not one of them is on active duty with the Army.

At those centers, too, there are a great number of mechanics and other personnel. Where did they come from? They came, Mr. Chairman, from the civilian flying schools, which had their origin in large measure under the Civilian Pilots Training Act. The contractors who operated and are now operating the primary contract schools for the Army, the majority of them, I think, were men who were also operating civilian flying schools under the Civilian Pilot Training Act, and naturally having one operation here, which was operating under the Civilian Pilot Training Act, and being asked by the Air Forces to set up here to train men in the preliminary schools, they went to this source and drew out the instructors and mechanics and brought them down and set up these great schools for the Air Forces.

The organization of those schools, the efficiency which they have attained, has been remarkable. They have achieved a great record, and I think that it is not improper to say that in substantial measure the creation of those training enterprises, owes something to the Civilian Pilot Training Act and to the operations which began under it. All that relates back to the civilian phase of training.

The Navy did not set up civilian primary training schools of the type which the Army Air Forces have set up, and the Navy, therefore, felt probably that it was more important initially to use the facilities of the civilian flying schools throughout the country in conjunction with the colleges, to give the elementary flight instructions.

During the phase when all civilians were being trained at the colleges, the men were free to elect where they might go. After Pearl Harbor, it became apparent immediately, indeed before that, because of the operation of the National Selective Service Act, that if training was to be conducted in the colleges under the Civilian Pilot Training Act, it would be necessary for the students to have preferred status, either in the Air Corps and Enlisted Reserve, or in the Navy Reserve.

In the latter part of 1941 and in early 1942 steps were taken to have the men enlisted in the Reserve. When we got into 1942, in fact, a ruling was made that no man would be eligible for training from that time on unless he did achieve enlisted status. That was the time when the Navy decided it must have major training conducted independent of the Civilian Pilot Training Act, because the impression got abroad, throughout the country, that the only men who would be trained would be those enlisted in the Air Corps Enlisted Reserve. The Navy then made arrangements for a very substantial program to be initiated.

As we progressed through 1942 the Navy decided that all the men in the Reserve Corps being trained in inactive service should be put on active duty, and that was done from September 15, 1942.

Digitized by Google

The program for the Air Forces followed a somewhat different line. As I have said, the Air Forces set up their own preliminary training schools. They were civilian schools, but they were under direct contract arrangements with the Air Forces, so they did not, as the Navy, send any of their aviation cadets initially to civilian flying schools supervised by the C. A. A.

The program for training which was set up under the Civilian Pilots Training Act for the Army in 1942 was concerned basically, primarily, with the training of noncombat pilots, and in that program, during 1942, as has been testified before the Committee on Appropriations, approximately 26,500 or 27,000 men were enlisted in the Air Corps and Enlisted Reserve up to December 5, 1942, when the voluntary enlistments were discontinued by virtue of the President's order.

The men who were remaining in that program were the men whose training recently came to an end.

Senator McCARRAN. What became of those who were in the training when the end came?

Mr. STEWART. That, sir, is a question that I cannot yet answer, I do not know, I regret to say.

Senator McCARRAN. What will become of the trainees now under this order canceling the program?

Mr. STEWART. No training will be affected by the cancelation of the flight indoctrination. If you wish, I will submit for the record the papers relating to the discontinuance of the flight instructors' training program, which was in progress in mid-January.

Senator McCARRAN. Of this year?

Mr. STEWART. Of this year, sir.

I give you here a letter dated the 15th of January 1944, which was addressed to me from the Assistant Chief of Air Staff, Army Air Forces. I think perhaps it is unnecessary to read it, as I will submit it for the record. This states the action taken by the Air Forces.

(The document referred to is as follows:)

JANUARY 15, 1944.

Subject: Discontinuation of Civil Aeronautics Administration War Training Service, Reservist Program.

To: Mr. R. McLean Stewart, Executive Director of Training Civil Aeronautics Administration War Training Service.

1. The Army Air Forces find it necessary to discontinue the flight instructors training program, which is now being provided by flight and ground school contractors, through arrangements with the Civi. Aeronautics Administration War Training Service. This is the program which was evolved for the men, now on active duty with the Air Forces, who were recruited through the Civil Aeronautics Administration, and enlisted in the Air Corps Enlisted Reserve prior to December 15 1942, for the purpose of receiving such training. Discontinuance of this activity has become advisable for the following reasons:

(*a*) Emphasis in the conduct of training must now be shifted from the training of large numbers of men needed for the initial manning of our Air Forces, to the training of those needed as replacements. This has reduced the need for the training of additional flight instructors, and there is therefore no further need for graduates of the Civil Aeronautics Administration War Training Service flight-instructor program.

(*b*) Current production rate of pilots being trained in the training establishments of the Army Air Forces, plus those who are being returned from war theaters after having completed their tour of duty in combat, is sufficient to meet the current needs of the Army Air Forces.

(*c*) The necessity for economizing manpower in all ways possible dictates a cessation of any activities that are no longer essential. In view of the foregoing,

Digitized by Google

it is not thought that continuation of the above program, which would involve the expenditure of considerable additional funds by the Civil Aeronautics Administration, would be warranted.

2. It is requested that arrangements be made to provide for the retention, at centers under your control, of all Army Air Forces personnel now assigned to such centers, until such time as plans can be worked out to provide for their disposition.

3. This office, in conjunction with personnel, the Air Transport Command, and yourself, will endeavor to work out a plan whereby the instructor personnel, currently in the Civil Aeronautics Administration War Training Service Program, can be utilized to the best advantage of the Army Air Forces.

4. Discontinuance of the flight-instructor program is in no sense attributable to dissatisfaction with the training performed by the Civil Aeronautics Administration War Training Service. It is desired to express appreciation of the excellent work accomplished by the flight contractors, ground schools, and Civil Aeronautics Administration personnel, who have been engaged in the training of pilots for the Air Forces. The rapid expansion of our air arm was greatly facilitated by the contribution which they have made. Our decision to discontinue the use of their facilities is occasioned by the fact that a point has now been reached where all need for the training of instructors can be supplied by Air Force training establishments.

5. This letter does not relate to the flight indoctrination course which is being conducted by the Civil Aeronautics Administration War Training Service, in conjunction with the college program of the Air Forces.

For the commanding general, Army Air Forces:

ROBERT W. HARPER,
Brigadier General, United States Army,
Assistant Chief of Air Staff, Training.

Mr. STEWART. Immediately on receipt of that letter, it seems to me we had no choice but to advise all of the flight contractors immediately that training at their establishments would be discontinued.

Senator MCCARRAN. May I ask whether that letter, which you have just submitted for the record, gives a reason for the discontinuance of the service?

Mr. STEWART. Yes, it does, Senator. That reason is cited in the telegram which was sent to the contractors, which I will put in the record.

(The document referred to is as follows:)

CIVIL AERONAUTICS ADMINISTRATION,
WAR TRAINING SERVICE,
Washington, D. C., January 15, 1944.

The following telegram sent to all secondary, cross-country, link-instrument, and secondary instructor-course flight contractors.

1. I regret to advise you that we have been informed by the Army Air Forces that the flight instructor training program for Air Force personnel in which you are now engaged under contractual arrangements with the Civil Aeronautics Administration is to be discontinued immediately.

2. The letter which we have received from the Air Forces states that discontinuance of training has become advisable for the following reasons:

"Emphasis in the conduct of training must now be shifted from the training of large numbers of men needed for the initial manning of our air forces, to the training of those needed as replacements. This has reduced the need for the training of additional flight instructors, and there is therefore no further need for graduates of the Civil Aeronautics Administration-War Training Service flight-instructor program."

(*b*) Production rate of pilots being trained in the training establishments of the Army Air Forces, plus those who are being returned from war theaters after having completed their tour of duty in combat, is sufficient to meet the current needs of the Army Air Forces.

3. We have been requested by the Air Forces to make arrangements for the retention at the training centers at which they are now assigned of all Army Air Forces personnel who have been undergoing training, until such time as plans can be worked out by the Army Air Forces to provide for their disposition. They are not to be given any further training at such centers.

Digitized by Google

4. The advice which we have received by the Air Forces states: "Discontinuance of the flight instructor program is in no sense attributable to dissatisfaction with the training performed by the Civil Aeronautics Administration-War Training Service. It is desired to express appreciation of the excellent work accomplished by the flight contractors, ground schools, and Civil Aeronautics Administration personnel, who have been engaged in the training of pilots for the Air Forces. The rapid expansion of our air arm was greatly facilitated by the contribution which they have made. Our decision to discontinue the use of their facilities is occasioned by the fact that a point has now been reached where all need for the training of instructors can be supplied by Air Force training establishments."

5. In view of the foregoing, it is necessary to advise you and you are hereby advised that in accordance with the provisions of Article One of the contract under which you are at present providing flight instruction it is directed that no further training be given to any of the trainees who have been assigned to you. You are further advised that in the public interest and in accordance with the provisions of Article 16 of such contract, the operation of such contract is suspended for a period of 60 days from the date of this notice.

6. Arrangements will be made as promptly as possible for the termination of the contract and the payment of any amounts due thereunder. The revocable license under which airplanes have been assigned to you will remain in effect until it is possible to withdraw the airplanes in accordance with the terms of said revocable license. In that connection your attention is directed specifically to articles 2 and 4 of the said revocable license.

7. As soon as you are in a position to provide properly certified records of account covering all of your operations under the said contract, consideration will be given to the negotiation of a contract termination agreement which will take into consideration all operations under the contract and provide for such adjustments in compensation or revision of rates as may be indicated and permissible under the provisions of the contract under which training has been conducted by you since the commencement of the current fiscal year or permissible under other authority.

8. The Army Air Forces advise us that they will endeavor to work out a plan in cooperation with us whereby flight instructors currently employed in the flight-instructor program can be utilized to the best advantage of the Army Air Forces.

9. As the men who have been in training under your contract are on active duty with the Army Air Forces they are not in any way under the control of the Civil Aeronautics Administration and all decisions as to their disposition or future employment will necessarily be made by the Army Air Forces. All inquiries concerning the status of these men should be addressed to the Army Air Forces.

10. The necessity for discontinuing training is greatly regretted. As you undoubtedly know, the use of the appropriation which was granted to the Civil Aeronautics Administration for the conduct of pilot training in the current fiscal year was specifically limited by the terms of the appropriation act to the training of men as flight instructors for the Army Air Forces. It has thus become necessary to discontinue the training program immediately upon receipt of advice from the Army Air Forces that they do not find it possible to make use of the graduates of the training program as flight instructors.

JOHN P. MORRIS,
Director, Civil Aeronautics Administration War Training Service.

Senator MCCARRAN. Has it come to your attention, Mr. Stewart, that this training, this program that has been carried on by the Civil Aeronautics Authority is to now be shifted over to another organization, other than the Army Air Corps?

Mr. STEWART. This program, sir, which we are discussing, the program for flight instructors, is not to the best of my knowledge, to be transferred to any other agency.

Senator MCCARRAN. I want to say in that respect that it has come to the attention of the chairman of this committee that it is the intention to transfer this Service and this training over to another organization that has but recently been taken into the Air Corps and is under Army regulations. I am in hopes that that rumor

Digitized by Google

has no foundation and no support. It would be a grievous thing to my mind, an unconscionable thing, to have such a plan carried out. I have great respect for the Army and I have great respect for the Air Corps, I have great respect for its head, a four-star general, who is now in charge, and one of the most able men in his line in all the world, but that is one move that if it is made the chairman of this committee and I hope the entire committee will fight to the last ditch.

If that move is to be made, and civilian aviation be set aside and this organization be put into the training of trainees to carry out this program, it will have no place in reason or justice or fairness or in a proper handling of the all-important training service that has been carried on.

No one can have any objection or no one should raise any question as to the Army Air Corps taking to itself that which it believes it should handle itself in the way of training of the Air Corps. The Army is the Army and the Army must have its place to win this war, and we will go behind it, but if this should be simply a shifting from one group to another, that is a different thing.

Mr. STEWART. I have no knowledge, sir, of any such intention on their part.

As to the supply of flight instructors, I think it is a fact at the moment that the consequence of the cutting down of training owing to the fact that both the Air Forces and the naval aviation appear to have reached the peak of their expansion and are concerned chiefly with replacements, that there is actually at the moment a surplus of flight instructors, and I think that there is a very real problem at the moment in the absorption of the available supply of flight instructors, although no one knows how long that will continue. I do not know, and we may well have a scarcity again before the war is over, but I doubt whether any steps are being taken at the moment to arrange for the training of flight instructors under any other agency.

Senator MCCARRAN. Mr. Stewart, I drew this to your attention as I did it to Mr. Burden's this morning. This question may be divided. In the first place when we were writing the Civil Aeronautics Act we had no war in mind. We were setting up a provision by which the Civil Aeronautics Authority could engage in the training of pilots for civil life, for commercial activities, for private flying, for anything that they might see fit, and if those pilots, trained under that program, should be called upon in time of war they would be an asset to the country, which later proved to be true.

Now, we are again someday going to go into a period of peace in which the commerce of this country must be expanded and in which we must look to air commerce as one of our great agencies for the distribution of our products to the world. Pilots again will be called for. The civil side of this problem is what this bill has addressed itself to, and as it now stands it only provides for a continuation of the present law.

The present law terminates the civilian-pilot training June 31 or the 1st of July of this year. This bill proposes to continue the life 4 or 5 years more of the civilian pilots' training. It is no criticism of the Army's action in canceling this program that has been going on, that we seek to have this bill reenacted. It is only a precautionary

Digitized by Google

measure so that C. A. A. may carry on for civil life, for the post-war period, and the Army would carry on for Army life during the war.

So it is divided, the question is divided and may be looked upon with entire, and candid impartiality from both ends.

Mr. STEWART. For the convenience of it, I would like to have in the record a list of contractors and colleges.

Senator MCCARRAN. We would like to have it on the record and they will go into the record.

(The documents referred to are as follows:)

Civil Aeronautics Administration—War Training Service flight-instruction program for the Army Air Forces

(As of Dec. 30, 1943)

	Number ground contractors	Number flight contractors	Number trainees in training	Employees of Civil Aeronautics Administration–War Training Service contractors					Aircraft on program		
				Total	Flight instructors	Ground instructors	Mechanics and helpers	Other	Total	Government	Private
All courses	[1] 61(54)	[1] 65(59)	4,176	2,354	963	352	1,009	30	1,630	1,532	98
Secondary	13	13	494	360	140	59	159	2	321	285	36
Cross country	18	22	1,251	917	358	83	457	19	605	593	12
Link instructor	15	15	1,238	454	165	137	151	1	190	156	34
Instructor	15	15	1,193	623	300	73	242	8	514	498	16

SECONDARY

Ground contractor	Flight contractor	Region	Date scheduled to completion	Number of trainees	Number of contractor's employees	Number of aircraft
Thiel College, Greenville, Pa.	Graham Aviation Flying School, Meadville, Pa.	I	Jan. 18	69	32	25
Abraham Baldwin Agricultural College, Adel, Ga.	T. Carson Chalk, Adel, Ga.	II	Feb. 20	81	34	26
Sunflower Junior College, Moorhead, Miss.	Greenwood Flying Service, Greenwood, Miss.	II	Jan. 18	37	40	37
Owensboro Board of Education, Owensboro, Ky.	Owensboro Aviation Co., Owensboro, Ky.	III	...do	24	13	13
Carleton College, Northfield, Minn.	Hinck Flying Service, Stanton, Minn.	III	...do	25	22	28
Hibbing Junior College, Hibbing, Minn.	L. Miller Wittig, Hibbing, Minn.	III	...do	36	47	45
University of Wisconsin, Racine, Wis.	Racine Flying Service, Racine, Wis.	III	...do	20	11	9
Northeast Junior College of Louisiana State University, Monroe, La.	Northeast Junior College of Louisiana State University, Monroe, La.	IV	...do	38	27	26
Northern Oklahoma Junior College, Tonkawa, Okla.	Ponca City School of Aviation, Ponca City, Okla.	IV	...do	40	39	24
Colorado State College of Agriculture, Fort Collins, Colo.	Massey & Ransom Flying Service, Fort Collins, Colo.	V	...do	37	23	26
Marshalltown Junior College, Marshalltown, Iowa.	Neiderhauser Flying Service, Marshalltown, Iowa.	V	...do	36	28	18
Chaffey Junior College Extension, Baker, Calif.	Chaffey Junior College, Baker, Calif.	VI	...do	29	29	28
University of Portland Extension, Sunnyside, Wash.	Olympia Air Transport, Sunnyside, Wash.	VII	...do	22	15	16

[1] Contractors with 2 different courses counted twice.

Digitized by Google

Civil Aeronautics Administration—War Training Service flight-instruction program for the Army Air Forces—Continued

SECONDARY—Continued

Ground contractor	Flight contractor	Region	Date scheduled to completion	Number of trainees	Number of contractor's employees	Number of aircraft
St. Paul's College, Concord, N. H.	E. W. Wiggins Airways, Inc., Concord, N. H.	I	Mar. 24	71	72	36
Cape Aircraft, Inc., Glens Falls, N. Y.	Cape Aircraft, Inc., Glens Falls, N. Y.	I	...do.....	71	29	28
Rochester Business Institute, Rochester, N. Y.	Genesee Airport, Inc.	I	...do.....	13	11	7
	Holderman Air Service			12	7	7
	Hylan Flying Service, Inc.			11	4	8
	Page Airways, Inc.			12	4	5
	Rochester Aeronautical Corporation, Rochester, N. Y.			12	5	6
Lynchburg College, Lynchburg, Va.	Lynchburg Air Transportation & Sales, Lynchburg, Va.	I	...do.....	56	38	27
Tuskegee Institute, Tuskegee, Ala.	Tuskegee Institute Flying School, Tuskegee, Ala.	II	...do.....	18	13	13
Georgia School of Technology, Atlanta, Ga.	Southern Airways Sales Co., Atlanta, Ga.	II	...do.....	66	60	37
Salem College, Winston-Salem, N. C.	Piedmont Aviation, Inc., Winston-Salem, N. C.	II	...do.....	68	65	31
Roscoe Turner Aero Corporation, Indianapolis, Ind.	Roscoe Turner Aeronautical Corporation, Indianapolis, Ind.	III	...do.....	61	63	32
Rochester Junior College, Rochester, Minn.	Fontana School of Aeronautics, Rochester, Minn.	III	...do.....	117	63	50
Harrington Air Service, Mansfield, Ohio.	Harrington Air Service, Mansfield, Ohio.	III	...do.....	65	65	36
Little Rock Junior College, Little Rock, Ark.	Central Flying Service, Little Rock, Ark.	IV	...do.....	85	48	35
Spartan Aircraft College, Tulsa, Okla.	Spartan Aircraft Co., Tulsa, Okla.	IV	...do.....	80	55	34
Southern Methodist University, Dallas, Tex.	Dallas Aviation School, Dallas, Tex.	IV	...do.....	79	34	33
Coffeyville Junior College, Coffeyville, Kans.	Coffeyville Airways Inc., Coffeyville, Kans.	V	...do.....	80	59	42
University of Kansas City, Kansas City, Mo.	Kansas City Flying Service, Kansas City, Mo.	V	...do.....	59	40	30
Northeast Missouri State Teachers, Kirksville, Mo.	Training Division Aviation Credits, Kirksville, Mo.	V	Feb. 20	76	56	34
Phoenix Junior College, Phoenix, Ariz.	Southwest Airways, Phoenix, Ariz.	VI	Mar. 24	63	61	32
North Idaho Junior College, Coeur d'Alene, Idaho.	Buroker-Hicks, Flying, Coeur d'Alene, Idaho.	VII	...do.....	76	65	42
LINK INSTRUMENT						
Tri-Cities Aviation School, Endicott, N. Y.	Tri-Cities Aviation School, Endicott, N. Y.	I	May 27	63	24	10
State Teachers College, Edinboro, Pa.	Elkins Flying Service, Erie, Pa.	I	...do.....	82	31	13
Northeast Airlines, Inc., Burlington, Vt.	Northeast Airlines, Inc., Burlington, Vt.	I	...do.....	103	65	12
Parkersburg Flying Service and Aviation School, Parkersburg, W. Va.	Parkersburg Flying Service and Aviation School, Parkersburg, W. Va.	I	...do.....	64	17	14
Furman University, Greenville, S. C.	Southern Airways, Inc., Greenville, S. C.	II	June 27	99	42	14
Grand Rapids Junior College, Grand Rapids, Mich.	American Air Transportation, Grand Rapids, Mich.	III	May 27	107	28	15
Baldwin-Wallace College, Cleveland, Ohio.	Sundorph Aeroplane Corporation, Cleveland, Ohio.	III	...do.....	89	29	11
Youngstown Junior College, Youngstown, Ohio.	Wolverine Aviation, Youngstown, Ohio.	III	...do.....	87	24	12
Spartan Aircraft College, Tulsa, Okla.	Spartan Aircraft Co., Tulsa, Okla.	IV	...do.....	85	27	17
Southern Methodist University, Dallas, Tex.	Dallas Aviation School, Dallas, Tex.	IV	...do.....	76	34	12
University of Houston, Houston, Tex.	Civil Aeronautics Administration Standard Center, Houston, Tex.	IV	...do.....	54	23	9
Pueblo Junior College, Pueblo, Colo.	Pueblo Air Service, Pueblo, Colo.	V	...do.....	94	29	12

Digitized by Google

Civil Aeronautics Administration—War Training Service flight-instruction program for the Army Air Forces—Continued

LINK INSTRUMENT—Continued

Ground contractor	Flight contractor	Region	Date scheduled to completion	Number of trainees	Number of contractor's employees	Number of aircraft
Huron College, Huron, S. Dak.	Dakota Aviation Co., Huron, S. Dak.	V	...do....	82	29	13
Phoenix Junior College, Phoenix, Ariz.	Southwest Airways, Phoenix, Ariz.	VI	...do....	75	30	15
Kurtzer Flying Service, Yakima, Wash.	Kurtzer Flying Service, Yakima, Wash.	VII	...do....	78	22	11
INSTRUCTION						
University of Scranton, Scranton, Pa.	Scranton Airways, Clarks Summit, Pa.	I	Feb. 20	47	31	25
Danville Military Academy, Danville, Va.	South Airways of Danville, Danville, Va.	I	Aug. 1	106	67	42
Gordon Military College, Barnesville, Ga.	Victory Airways, Griffin, Ga.	II	Sept. 2	91	41	33
Owensboro Board of Education, Owensboro, Ky.	Owensboro Aviation Co., Owensboro, Ky.	III	Feb. 20	21	11	12
University of Minnesota, Minneapolis, Minn.	North Aviation Co., White Bear Lake, Minn.	III	Aug. 1	138	72	61
University of Wisconsin, Racine, Wis.	Racine Flying Service, Racine, Wis.	III	May 24	39	21	18
Northern Texas Agricultural College, Arlington, Tex.	Lou Foote Flying Service, Lancaster, Tex.	IV	Aug. 1	100	52	46
Hardin Junior College, Wichita Falls, Tex.	Wichita Falls Air Transport, Wichita Falls, Tex.	IV	...do....	127	71	58
Marshalltown Junior College, Marshalltown, Iowa.	Niederhauser Flying Service, Marshalltown, Iowa.	V	Feb. 20	32	18	17
Chanute Junior College, Chanute, Kans.	Dickerhoof Flying Service, Chanute, Kans.	V	Aug. 1	135	66	52
Reedley Junior College, Lovelock, Nev.	Branstetter-Hughes Flying Service, Lovelock, Nev.	VI	...do....	51	26	26
Stockton Junior College, Carson City, Nev.	Pathfinder Flying Service, Carson City, Nev.	VI	...do....	53	27	22
Oregon State College, Prineville, Oreg.	Portland Flying Service, Prineville, Oreg.	VII	...do....	99	47	37
Whitworth College, Spokane, Wash.	Calkins Aircraft, Spokane, Wash.	VII	...do....	94	40	33

Senator McCARRAN. As I understand it, there remains unaffected by any order yet issued, some 80 colleges or educational institutions?

Mr. STEWART. That is right.

Senator McCARRAN. And 70 have been recently affected by the order?

Mr. STEWART. Perhaps it might help the committee in its deliberations if I were to give you the facts about the Navy program and the flight indoctrination program.

Senator McCARRAN. Very well.

Mr. STEWART. When you had before you this morning Commander Kivette of the Navy Department, you asked him whether advice had been sent to the contractors about the impending discontinuance of the Navy program.

I have here a copy of the letter which Secretary Knox sent out on January 13 to each Member of the Senate and I believe the House of Representatives announcing the decision of the Navy Department.

Senator McCARRAN. That may go into the record.

Digitized by Google

(The document referred to is as follows:)

JANUARY 13, 1944.

Hon. ——— ———

United States Senate (or House of Representatives).

DEAR ———: The Navy Department has recently conducted a study of pilot requirements based on the best available estimates of our continued wartime needs. As a result of this study it has been found that reductions are feasible in the number of pilots scheduled to enter training during the latter part of 1944. Although these reductions are not large, it has been determined that naval aviation training facilities will be adequate to conduct the flight training of pilots without the continued assistance of the War Training Service program of the Civil Aeronautics Administration.

Because of that determination, and with full recognition of the excellent assistance which Civil Aeronautics Administration War Training Service has rendered during the difficult period of rapid expansion, the Navy Department has decided to withdraw from the Civil Aeronautics Administration War Training Service program during the summer of 1944.

I am taking the liberty of addressing you in this manner in order that you may be informed of the circumstances which prompt our decision.

Sincerely yours,

FRANK KNOX, *Secretary of Navy.*

Mr. STEWART. When we received that letter, or at approximately the same time, or around January 15, precisely, we sent a letter to all the contractors concerned with the Navy training program, which I have here. I do not know whether you want me to read it. Perhaps I might submit it for the record.

Senator MCCARRAN. I think it might go into the record.

(The document referred to is as follows:)

DEPARTMENT OF COMMERCE,
CIVIL AERONAUTICS ADMINISTRATION,
Washington, January 15, 1944.

To All Flight and Ground School Contractors Engaged in the Civil Aeronautics Administration Pilot Training Program for the Navy.

GENTLEMEN: I am writing to you about your contract with the Civil Aeronautics Administration under which certain instruction is being provided for naval aviation cadets and other Naval personnel in connection with the Civil Aeronautics Administration War Training Service program for the Navy Department.

It is apparent that as the war proceeds, emphasis in the conduct of training for the armed services must be shifted from the training of large numbers of men to the training of those needed as replacements to maintain the authorized establishments, and that the total volume of aviation training will diminish. Looking ahead some months, the Navy Department has come to the conclusion that by the middle of this year it will have enough training capacity of its own to handle all of the primary flight training required by its pilots.

The Navy Department has accordingly informed this office that it has come to the conclusion that "it will be advisable to terminate its use of the civilian facilities under contract with the Civil Aeronautics Administration War Training Service." The Navy Department states further that "discontinuance of this program is in no way indicative of dissatisfaction with the training performed. The Navy recognizes and is grateful for the splendid work which the Civil Aeronautics Administration War Training Service organization has accomplished in training Navy pilots at a time when the need for such pilots was most urgent and when the Navy could not handle all the training required. The decision to discontinue this training is due simply to the fact that the Navy will be able to handle the entire primary load at its own stations." The letter from the Navy Department states further that the Department "appreciates deeply the wholehearted cooperation which your organization, and the colleges, schools, and flight operators it represents, has shown in helping naval aviation through one of the most critical periods in its entire existence."

I must, therefore, advise you that according to the present plans of the Navy Department, as communicated to this Administration, the training activities in which you are engaged under contract with the Civil Aeronautics Administration

Digitized by Google

will terminate not later than the date of completion of the training session scheduled to commence in May of this year. It must be emphasized, however, that training may be terminated at an earlier date and the contracts relating thereto canceled at such earlier date in accordance with the terms thereof if the Navy Department finds that it is necessary or advisable to terminate training at such earlier date.

This information is being made available to you now so as to assist you in your planning for the future. We appreciate the splendid cooperation which we have had from you in the conduct of the pilot training program and it is with great regret that I must tell you that under existing conditions there is no possibility of our being able to invite you to participate with us in any further training beyond the termination of activities under your present contract.

We count on your continued cooperation and support in the maintenance of high standards of performance in the conduct of the training entrusted to you for the Navy.

Yours very truly,

JOHN P. MORRIS,
Director, Civil Aeronautics Administration
War Training Service.

Mr. STEWART. I might say with reference to the advice we received from the Navy Department. it was plain that the Navy Department had come to the decision that some time in 1944 it would be advisable to terminate its use of the civilian services under contract to the Civil Aeronautics Administration War Training Service, and they said that the discontinuance of that program was in no way indicative of dissatisfaction with the services performed.

To quote, it said:

Discontinuance of this program is in no way indicative of dissatisfaction with the training performed. The Navy recognizes and is grateful for the splendid work which the Civil Aeronautics Administration Training Service organization has accomplished in training Navy pilots at a time when the need for such pilots was most urgent and when the Navy could not handle all the training required. The decision to discontinue this training is due simply to the fact that the Navy will be able to handle the entire primary load at its own stations.

Here is a list giving the names of colleges and of the flight training schools, civilian flying schools affected by the decision of the Navy Department. All these colleges and contractors are at the moment engaged in the conduct of this training program and will, we expect, continue in it until at least the end of June.

But in view of the decision of the Navy Department, unless they decide to in some way change their policy, training at these bases will then be discontinued and the contractors have been so advised in the letter which has just been placed in the record.

Senator MCCARRAN. That list you refer to may go in the record.

(The list referred to is as follows:)

CIVIL AERONAUTICS ADMINISTRATION WAR TRAINING SERVICE TRAINING PROGRAM FOR THE NAVY

List of ground and flight contractors as of Jan. 21, 1944

REGION 1

Ground contractor	*Flight contractor*
1. Maine Central Institute, Pittsfield, Maine.	Portland Flying Service, Pittsfield Airport, Pittsfield, Maine.
2. Mount St. Marys College, Emmittsburg, Md.	Hardy-Potorff Flying Service, Municipal Airport, Waynesboro, Pa.
3. Amherst College, Amherst, Mass...	Bridgeport Flying Service, Inc., Turners Falls Airport, Turners Falls, Mass.
4. Fitchburg State Teachers College, Fitchburg, Mass.	Jennings Bros. Air Service, Inc., Fitchburg Airport, Fitchburg, Mass.

Digitized by Google

List of ground and flight contractors as of Jan. 21, 1944—Continued

REGION 1—continued

Ground contractor	*Flight contractor*
5. Kimball-Union Academy, Meriden, N. H.	Eastern Aviation, Claremont Airport, Claremont, N. H.
6. Keene Teachers College, Keene, N. H.	Bowman Flying Service, Keene Municipal Airport, Keene, N. H.
7. Colgate University, Hamilton, N. Y.	Benson-Colgate Flying Service, Colgate University Airport, Hamilton, N. Y.
8. Cornell University, Ithaca, N. Y..	Ithaca Flying Service, Inc., Ithaca Municipal Airport, Ithaca, N. Y.
9. Rensselaer Polytechnic Institute, Troy, N. Y.	Troy Flyers, Inc., Municipal Airport, Troy, N. Y.
10. Siena College, Loudonville, N. Y..	Albany Aircraft Co., Municipal Airport, Albany, N. Y.
11. Union College, Schenectady, N. Y.	Haven Flying School, County Airport, Schenectady, N. Y.
12. Franklin and Marshall, Lancaster, Pa.	Lancaster Air Service, Inc., Lancaster Municipal Airport, Lancaster, Pa.
13. Lock Haven State Teachers College, Lock Haven, Pa.	Maret and Rappaport, Cub Haven Airport, Loch Haven, Pa.
14. Muhlenberg College, Allentown, Pa.	Lehigh Aircraft Co., Allentown-Bethlehem Airport, Allentown, Pa.
15. Westminster College, New Wilmington, Pa.	Wilson Aviation, New Castle Airport, New Castle, Pa.
16. Roanoke College, Salem, Va.....	Martin O'Brien Flying School, Woodrum Field, Roanoke, Va.
17. Virginia Polytechnic Institute, Blacksburg, Va.	Virginia Polytechnic Institute, Virginia Polytechnic Institute Airport, Blacksburg, Va.
18. Extension of Fairmont-Salem Colleges, Jackson's Mill Airport, Weston, W. Va.	West Virginia Air Service, Jackson's Mill Airport, Weston, W. Va.
19. Bloomsburg State Teachers College, Bloomsburg, Pa.	Aircraft Services, Con., Bloomsburg Airport, Bloomsburg, Pa.

REGION 2

1. Alabama Polytechnic Institute, Auburn, Ala.	Buck's Flight School, Opelika Airport, Auburn, Ala.
2. St. Petersburg Junior College, St. Petersburg, Fla.	West Coast Aeronautics, Inc., Albert Whitted Airport, St. Petersburg, Fla.
3. University of Miami, Coral Gables, Fla.	Embry-Riddle Co., Post Office Box 668, Miami, Fla.
4. Mercer University, Macon, Ga....	Raymond Aviation School, Inc., Herbert Smart Airport, Macon, Ga.
5. Lenoir-Rhyne College, Hickory, N. C.	Cannon Aviation Co., Inc., Municipal Airport, Hickory, N. C.
6. University of South Carolina, Columbia, S. C.	Hawthorne Flying Service, Inc., Municipal Airport, Columbia, S. C.
7. Austin Peay State College, Clarksville, Tenn.	Knapp Flying Service, Outlaw Field, Clarksville, Tenn.
8. Tennessee Junior College, Martin, Tenn.	Gill-Dove Airways, Gill-Dove Airport, Martin, Tenn.
9. University of Georgia, Athens, Ga..	University of Georgia School of Aviation, Athens, Municipal Airport, Athens, Ga.

REGION 3

1. Illinois Wesleyan University, Bloomington, Ill.	Carnahan Flying Service, Municipal Airport, Bloomington, Ill.
2. Ball State Teachers College, Muncie, Ind.	Muncie Aviation Corporation, Muncie, Airport, Muncie, Ind.
3. Evansville College, Evansville, Ind. (extension at Civilian Conservation Corps camp).	Evansville Flight Service, Inc., Municipal Airport, Evansville, Ind.

Digitized by Google

List of ground and flight contractors as of Jan. 21, 1944—Continued

REGION 3—continued

Ground contractor	*Flight contractor*
4. Indiana State Teachers College, Terre Haute, Ind.	Dresser Aviation Co., Paul Cox Field, Terre Haute, Ind.
5. Central Michigan College of Education, Mount Pleasant, Mich.	Harry C. Phillips Flying School, Mount Pleasant Airport, Mount Pleasant, Mich.
6. Highland Park Junior College, Highland Park, Mich.	Detroit School of Aviation, Thomas B. Joy Airport, Fraser, Mich.
7. Western Michigan College of Education, Kalamazoo, Mich.	Western Michigan Flying Service, Lindbergh Airport, Kalamazoo, Mich.
8. Mankato State Teachers College, Mankato, Minn.	Mankato Aeronautical Service, Mankato Airport, Mankato, Minn.
9. College of St. Thomas, St. Paul, Minn. (extension in ex-Civilian Conservation Corps camp, Albert Lea, Minn.).	Minnesota Skyways, Inc., Albert Lea Municipal Airport, Albert Lea, Minn.
10. Minot State Teachers College, Minot, N. Dak.	Minot Flying Service, Minot Airport, Minot, N. Dak.
11. Bowling Green State University, Bowling Green, Ohio.	Findlay Air Service, Bowling Green Airport, Bowling Green, Ohio.
12. Miami University, Oxford, Ohio	Queen City Flying Service, Miami University Airport, Oxford, Ohio.
13. Ohio State University, Columbus, Ohio.	Lane Aviation Corporation, University Airport, Columbus, Ohio.
14. Marquette University, Milwaukee, Wis.	Milwaukee Airways, Inc., Curtiss-Wright Airport, Milwaukee, Wis.
15. University of Wisconsin, Extension Division, Madison, Wis.	Morey Airplane Co., Morey Airport, Middleton, Wis.
16. Purdue University, West Lafayette, Ind.	Purdue Aeronautics, Purdue University Airport, West Lafayette, Ind.
17. Lewis School of Aeronautics, Lockport, Ill.	Turgeon Flying Service, Lewis-Lockport Airport, Lockport, Ill.

REGION 4

1. Arkansas Polytechnic College, Russellville, Ark.	Middleton Flying Service, Arkansas Polytechnic Airport, Russellville, Ark.
2. Arkansas State Teachers College, Conway, Ark.	Kenneth Starnes Flying Service, Conway Municipal Airport, Conway, Ark.
3. Louisiana State Normal College, Natchitoches, La.	Southwest Aircraft Service, Inc., Municipal Airport, Natchitoches, La.
4. Southwestern Louisiana Institute, Lafayette, La.	Lafayette Flying Service, Girard Field, Lafayette, La.
5. New Mexico Normal University, Las Vegas, N. Mex.	Bible's Flying Service, Municipal Airport, Las Vegas, N. Mex.
6. University of New Mexico, Albuquerque, N. Mex.	Cutter-Car Flying Service, Mesa Airport, Albuquerque, N. Mex.
7. Central State College, Edmund, Okla.	Burke Aviation Corporation, Wiley Post Airport, Oklahoma City, Okla.
8. Baylor University, Waco, Tex	Jack V. Newland, Jack V. Newland Field, Waco, Tex.
9. Kilgore College, Kilgore, Tex	G. E. Penn, Elder Airport, Kilgore, Tex.
10. Lon Morris College, Jacksonville, Tex.	Wallace A. Phillips, Municipal Airport, Jacksonville, Tex.
11. Schreiner Institute, Kerrville, Tex	Kerrville Flying Service, Municipal Airport, Kerrville, Tex.
12. University of Houston, Houston, Tex.	Cliff Hyde Flying Service, Sam Houston Airport, Houston, Tex.
13. University of Texas, Austin, Tex	Robert Ragsdale Flying Service, Austin Municipal Airport, Austin, Tex. Browning Aerial Service, University Airport, Austin, Tex.
14. Texas Christian University, Fort Worth, Tex.	Aircraft Sales Corporation, Meacham Field, Fort Worth, Tex.

Digitized by Google

List of ground and flight contractors as of Jan. 21, 1944—Continued

REGION 5

Ground contractor	*Flight contractor*
1. Mesa County Junior College, Grand Junction, Colo.	Drapela Flying School, Municipal Airport, Grand Junction, Colo.
2. University of Colorado, Boulder, Colo.	Mountain States Aviation Co., Boulder Municipal Airport, Boulder, Colo.
3. Central College, Pella, Iowa	Pella Airways, Pella Airport, Pella, Iowa.
4. Iowa State College, Ames, Iowa	Howard Flying Service, Iowa Central Airport, Ames, Iowa. Iowa Airplane Co., Inc., College Airport, Ames, Iowa.
5. St. Ambrose College, 510 West Locust, Davenport, Iowa.	Allied Aircraft Sales, Cram Field, Davenport, Iowa.
6. State University of Iowa, Iowa City, Iowa.	Shaw Aircraft Co., Municipal Airport, Iowa City, Iowa.
7. Western Union College, LeMars, Iowa.	Beacon Airways, Western Union College Airport, LeMars, Iowa.
8. University of Kansas, Lawrence, Kans.	Ong Aircraft Corporation, Municipal Airport, Lawrence, Kans.
9. Washburn Municipal University, Topeka, Kans.	Topeka Flying Service, Inc., Municipal Airport, Topeka, Kans. Meisinger Flying Service, Municipal Airport, Topeka, Kans.
10. Chadron State Normal School, Chadron, Nebr.	Snook Flying Service, Municipal Airport, Chadron, Nebr.
11. Nebraska State Teachers College, North Platte, Nebr.	Clinch Flying Service, Lee Bird Field, North Platte, Nebr.
12. Yankton College, Yankton, S. Dak.	Bierman Flying Service, Yankton Municipal Airport, Yankton, S. Dak.
13. University of Wyoming, Laramie, Wyo.	Summit Airways, Inc., General Brees Field, Laramie, Wyo.
14. Loras College, Dubuque, Iowa	Cedar Flying Service, Dubuque Municipal Airport, Dubuque, Iowa.

REGION 6

1. Arizona State Teachers College, Flagstaff, Ariz. (Extension at Clemenceau Airport, Clemenceau, Ariz.	Williams Flying School, Inc., Clemenceau Airport, Clemenceau, Ariz.
2. Gila Junior College, Thatcher, Ariz.	Arizona Airways, Inc., Wickersham Municipal Airport, Safford, Ariz.
3. Fullerton Junior College, Fullerton, Calif. (Extension at Holbrook, Ariz.)	Colboch Flying Service, Holbrook Municipal Airport, Holbrook, Ariz.
4. Glendale Junior College, Glendale, Calif. (Extension at Prescott, Ariz.)	James Flight Academy, Ernest A. Love Airport, Prescott, Ariz.
5. Lassen Junior College, Susanville, Calif.	Aviation Activities Co., Susanville Municipal Airport, Susanville, Calif.
6. Sacramento Junior College, Sacramento, Calif. (Extension at Beckwourth, Calif.)	Oakland Air Corporation, Beckwourth Municipal Airport, Beckwourth, Calif.
7. Santa Rosa Junior College, Ely, Nev.	Nevada Aviation, Yelland Field, Ely, Nev.
8. Weber College, Ogden, Utah	Utah Pacific Airways, Inc., Robert H. Hinckley Airport, Ogden, Utah.
9. University of Arizona, Tucson, Ariz.	Pacific Air Schools, Gilpin Airport, Tucson, Ariz.

Digitized by Google

List of ground and flight contractors as of Jan. 21, 1944—Continued

REGION 7

Ground contractor	*Flight contractor*
1. Lewiston State Normal, Lewiston, Idaho.	Zimmerly Air Transport, Lewiston-Clarkson Airport, Lewiston, Idaho.
2. University of Idaho, southern branch, Pocatello, Idaho.	Bennett Flying Service, Pocatello Municipal Airport, Pocatello, Idaho.
3. Carroll College, Helena, Mont_____	Morrison Flying Service, Municipal Airport, Helena, Mont.
4. Extension of Lewis and Clark Colleges, Ontario, Oreg.	Halladay School of Flying, Municipal Airport, Ontario, Oreg.
5. Gonzaga University, Spokane, Wash.	Lamb & Schreck Flying Service, Felts Field, Spokane, Wash.
	Wallace Air Service, Felts Field, Spokane, Wash.
6. Wenatchee Junior College, Wenatchee, Wash.	Wenatchee Air Service, Fancher Field, Wenatchee, Wash.
7. Whitman College, Walla Walla, Wash.	Martin's School of Flying, Martin Airport, Walla Walla, Wash.
8. Yakima Valley Junior College, Yakima, Wash.	Central Aircraft, Municipal Airport, Yakima, Wash.

Mr. STEWART. You asked about the flight indoctrination program.

The flight indoctrination course was inaugurated last year at the time when the Army Air Force set up its college training program for air crews. At that time the Air Forces selected approximately 152 colleges throughout the country and all of its aviation cadet candidates were then on an active status with the Air Corps enlisted reserved and were called to active duty and were assigned to these colleges.

There they have been given a five months' course of instruction chiefly concerned with physics and mathematics. In the last month of training they have been given a flight indoctrination course in dual instruction.

On January 29, a letter was addressed to me from the office of the Assistant Chief of Air Staff, stating that the Air Forces had found it necessary to reduce the number of colleges in the college training program in order to conform with the training requirements.

I give you this letter for the record, sir.

Senator MCCARRAN. That may go into the record.

(The letter and list referred to follow:)

HEADQUARTERS, ARMY AIR FORCES,
Washington, January 29, 1944.

Mr. R. MCLEAN STEWART,
Executive Director of Training, C. A. A. War Training Service,
Department of Commerce, Washington, D. C.

DEAR MR. STEWART: It has become necessary to reduce the number of colleges in the college training program in order to conform with the training requirements of the Army Air Forces.

The colleges contained in the attached list are to be eliminated from the college training program as of date of graduation of the most junior students presently in college. The student supply in these institutions is sufficient for the next 90 days. In no case will the supply last beyond June 30, 1944.

Colleges remaining in the college training program will be reorganized on a quartile instead of the present quintile basis. Consequently the monthly flying quotas in the remaining institutions will be increased by that amount. Actual dates of increased flying quotas will be furnished you as soon as available from the training command.

The method of bringing about a reduction of such a magnitude as is now required is rendered most difficult by reason of having such a large percentage of high performing institutions. The Army Air Forces wish it to be clearly understood that the elimination of any particular college does not in any way reflect

Digitized by Google

dissatisfaction relative to the performance of this school. The splendid work of all civilian schools concerned, both academic and flying, is sincerely appreciated and nothing but the highest commendation can be expressed for the splendid patriotic work that all civilian institutions have contributed during a most critical period of our early training.

Sincerely yours,

ROBERT W. HARPER,
Brigadier General, United States Army,
Assistant Chief of Air Staff, Training.

List of colleges and flight contractors, giving location and basic quotas, which will be eliminated from indoctrination—Air crew training

REGION I

Flight contractor	Basic quota	Ground contractor
Airways, Inc., Municipal Airport, Waterville, Maine.	100	Colby College, Waterville, Maine.
Hermann Flying Service, Springfield Airport, Springfield, Mass.	100	Springfield College, Springfield, Mass.
Thor Solberg (individual), Barnes Airport, Westfield, Mass.	150	Massachusetts State College, Amherst, Mass.
Arthur A. Goldsmith and Daisy B. Goldsmith, Nashua Airport, Nashua, N. H.	40	St. Anselm's College, Manchester, N. H.
Buffalo Aeronautical Corporation, Buffalo Municipal Airport, Buffalo, N. Y.	100	University of Buffalo, Buffalo, N. Y.
Beacon Flying Service, Inc., Country Club Airport, Clarence, N. Y.	70	Canisius College, Buffalo, N. Y.
Safair, Inc., Municipal Airport, Fulton, N. Y.	60	State Normal School, Oswego, N. Y.
Buffalo Aeronautical Corporation, Lee Airport, Lockport, N. Y.	50	Niagara University, Niagara, N. Y.
Hylan Flying Service, Inc.	20	Rochester Business Institute, Rochester, N. Y.
Holderman Air Service, Inc.	20	
Rochester Aeronautical Corporation	20	
Page airways, Inc.	20	
Genesee Airport, Inc.	20	
Municipal Airport, Rochester, N. Y.		
Seneca Flying School, Inc., Municipal Airport, Syracuse, N. Y.	420	Syracuse University, Syracuse, N. Y.
New Way Flying System, Bellefonte Airport, Bellefonte, Pa.	120	Pennsylvania State College, State College, Pa.
Graham Aviation Flying Schools, Inc., Pittsburgh-Butler Airport, Butler, Pa.	60	Geneva College, Beaver Falls, Pa.
Graham Aviation Flying Schools, Inc., Parker Cramer Airport, Clarion, Pa.	60	Clarion State Teachers College, Clarion, Pa.
Braden's Flying Service, Easton Airport, Easton, Pa.	60	Lafayette College, Easton, Pa.
Smith Flying Service, Wilkes-Barre-Wyoming Valley Airport, Forty Fort, Pa.	50	Bucknell Junior College, Wilkes-Barre, Pa.
Gettysburg School of Aeronautics, Gettysburg Airport, Gettysburg, Pa.	110	Gettysburg College, Gettysburg, Pa.
Pittsburgh Institute of Aeronautics, Greensburg Airport, Greensburg, Pa.	70	Duquesne University, Pittsburgh, Pa.
Wilson Aviation, Wilson Airport, Grove City, Pa.	100	State Teachers College, Slippery Rock, Pa
Do	40	Grove City College, Grove City, Pa.
Carroll School of Aviation, Municipal Airport, Latrobe, Pa.	70	St. Vincent's College, Latrobe, Pa.
Graham Aviation Flying Schools, Inc., Port Mead Airport, Meadville, Pa.	80	Allegheny College, Meadville, Pa.
Milton School of Instrument Flying, Municipal Airport, Milton, Pa.	65	Susquehanna University, Selinsgrove, Pa.
Lycoming Airways, Williamsport Airport, Montoursville, Pa.	70	Williamsport-Dickinson Seminary, Williamsport, Pa.
Taylor Aviation, Wilson Airport, New Kingstown, Pa.	140	Dickinson College, Carlisle, Pa.
Reading Aviation Service, Pottstown Municipal Airport, Reading, Pa.	40	Albright College, Reading, Pa.
Do	60	Kutztown State Teachers College, Kutztown, Pa.
Fli-Rite School of Aviation, Municipal Airport, Burlington, Vt.	200	University of Vermont, Burlington, Vt.
East Coast Airways, Inc., Barre-Montepelier Airport, Montpelier, Vt.	120	Norwich University, Northfield, Vt.
Lynchburg Air Transport & Sales Corporation, Lynchburg Airport, Lynchburg, Va.	40	Lynchburg College, Lynchburg, Va.
Brinckerhoff Flying Service, Inc., Lewis Airport, Buckhannon, W. Va.	50	West Virginia Wesleyan, Buckhannon, W. Va.
West Virginia University, Municipal Airport, Morgantown, W. Va.	60	West Virginia University, Morgantown, W. Va.
Parkersburg Flying Service & Aviation School, Inc., Parkersburg Airport, Parkersburg, W. Va.	50	Marietta College, Marietta, Ohio.

Digitized by Google

List of colleges and flight contractors, giving location and basic quotas, which will be eliminated from indoctrination—Air crew training—Continued

REGION II

Flight contractor	Basic quota	Ground contractor
Ludwig School of Aviation, Peter O. Knight Airport, Tampa, Fla.	40	University of Tampa, Tampa, Fla.
Burlington Flying Service, Huffman Field, Burlington, N. C.	50	Elon College, Elon College, N. C.
J. Louis Hilbert (individual), Tri-City Airport, Johnson City, Tenn.	34	King College, Bristol, Tenn.
Nashville Flying Service, Municipal Airport, Lebanon, Tenn.	50	Cumberland University, Lebanon, Tenn.

REGION III

Fred Machesney, Machesney Airport, Rockford, Ill.	60	Beloit College, Beloit, Wis.
Lexington Flying Service, Inc., Municipal Airport, Lexington, Ky.	40	Transylvania College, Lexington, Ky.
Fontana School of Aeronautics, Houghton County Airport, Laurium, Mich.	80	Michigan College of Mining and Technology, Houghton, Mich.
Perkins Flying Service, Brooks Field, Marshall, Mich.	50	Albion College, Albion, Mich.
Lysdale Flying Service, Victory Airport, Minneapolis, Minn.	100	University of Minnesota, Minneapolis, Minn.
Lexington Flying Corporation, University Airport, New Brighton, Minn.	60	Macalester College, St. Paul, Minn.
Van's Air Service, Municipal Airport, St. Cloud, Minn.	50	St. Cloud State Teachers College, St. Cloud, Minn.
Do	60	St. John's University, Collegeville, Minn.
Dakota Skyways, Inc., Hector Airport, Fargo, N. Dak.	100	State Teachers College, Moorhead, Minn.
Lester O. Jelly Flying School, Grand Forks Airport, Grand Forks, N. Dak.	150	University of North Dakota, Grand Forks, N. Dak.
Jamestown Flying Service, Jamestown Airport, Jamestown, N. Dak.	120	Jamestown College, Jamestown, N. Dak.
Akron Airways, Inc., Municipal Airport, Akron, Ohio.	50	Akron University, Akron, Ohio.
Horn's Flying School, Inc., Chagrin Falls Airport, Chagrin Falls, Ohio.	50	Hiram College, Hiram, Ohio.
Aeroways, Inc., Municipal Airport, Cleveland, Ohio.	86	Fenn College, Cleveland, Ohio.
Aircraft Service, Municipal Airport, Cleveland, Ohio.	50	Do.
Cleveland Flying Service, Municipal Airport, Cleveland, Ohio.	50	Western Reserve University, Cleveland, Ohio.
Sky-Tech, Inc., Municipal Airport, Cleveland, Ohio.	50	Do.
Midwest Airways, Inc., General Mitchell Field, Cudahy, Wis.	40	Milwaukee State College, Milwaukee, Wis.
Eau Claire Flying School, Eau Claire Airport, Eau Claire, Wis.	60	State Teachers College, Eau Claire, Wis.
S. J. Wittman (individual), Oshkosh Airport, Oshkosh, Wis.	80	Oshkosh State Teachers College, Oshkosh, Wis.
Enger Flying Service, Municipal Airport, Superior, Wis.	50	State Teachers College, Superior, Wis.
Spring City Flying Service, Inc., Waukesha Airport, Waukesha, Wis.	40	Carroll College, Waukesha, Wis.
Albert E. Padags (individual), Tri-City Airport, Wisconsin Rapids, Wis.	70	Central State Teachers College, Stevens Point, Wis.

REGION IV

Franklin School of Aviation, Arkadelphia Airport, Arkadelphia, Ark.	50	Henderson State Teachers College, Arkadelphia, Ark.
Do	50	Ouachita College, Arkadelphia, Ark.
Southern Aviation, University Airport, Oklahoma City, Okla.	100	Oklahoma City University, Oklahoma City, Okla.

REGION V

Monthei Flying Service, Municipal Airport, Mount Pleasant, Iowa.	80	Iowa Wesleyan College, Mount Pleasant, Iowa.
P-T Air Service, Inc., Municipal Airport, Hays, Kans.	80	Fort Hays Kansas State College, Hays, Kans.
Kansas Aviation Co., Municipal Airport, Manhattan, Kans.	120	Kansas State College of Agriculture and Applied Science, Manhattan, Kans.
Harte Flying Service, Municipal Airport, Wichita, Kans.	100	Municipal University of Wichita, Wichita, Kans.

Digitized by Google

List of colleges and flight contractors, giving location and basic quotas, which will be eliminated from indoctrination—Air crew training—Continued

REGION V—Continued

Flight contractor	Basic quota	Ground contractor
St. Louis School of Aeronautics, Kratz Field, Robertson, Mo.	60	Jefferson College, St. Louis, Mo.
Beebe Air Service, Municipal Airport, Hastings, Nebr.	40	Hastings College, Hastings College, Nebr.
Lincoln Airplane and Flying School, Union Airport	84	University of Nebraska, Lincoln, Nebr.
Clyde W. Ice (individual), Black Hills Airport, Spearfish, S. Dak.	60	Black Hills Teachers College, Spearfish, S. Dak.
REGION VI		
Reno Sky Ranch, Inc., Reno Sky Ranch Airport, Reno, Nev.	100	University of Nevada, Reno, Nev.
Cache Valley Flying Service, Inc., Logan Cache Airport, Logan, Utah.	150	Utah State Agricultural College, Logan, Utah.

Mr. STEWART. You ask me what remains of that program and I can tell you 82 centers remain in the training program. The 82 centers were selected by the Air Forces and they will have a substantial task to perform in the coming months.

Senator MCCARRAN. If they remain in the program, if the program continues with reference to them——

Mr. STEWART. That of course is correct, sir. As far as I know, the Air Forces propose to continue thier college program. I cannot speak officially for the Air Forces but all the information they have given me indicates they intend to continue this program and it is a substantial and important training program.

Senator MCCARRAN. Now, just why were certain colleges canceled out, to use a common expression, and others permitted to remain in the program, can you tell?

Mr. STEWART. I have no knowledge other than the information contained in the letter I have submitted to you, sir, in which the Assistant Chief of Air Training states:

> The method of bringing about a reduction of such a magnitude as is now required is rendered most difficult by reason of having such a large percentage of hard performing institutions. The Army Air Forces wish it to be clearly understood that the elimination of any particular college does not in any way reflect dissatisfaction relative to the performance of this school. The splendid work of all civilian schools concerned, both academic and flying, is sincerely appreciated and nothing but the highest commendation can be expressed for the splendid patriotic work that all civilian institutions have contributed during a most critical period of our early training.

Then in the telegram which we sent to the contestants we also quoted from a statement which the Air Forces had made public for the test, in which they said, in announcing a change in the program:

> The Army Air Forces stated, "The A. A. F. training program was of necessity established on a flow chart basis whereby trainees travel every month from basic training centers to colleges, and from colleges to preflight schools. Consequently, the over-all policy of elimination of institutions adopted by the training command has been based on the principle of leaving an excessive and unnecessary burden on the national railway system, and at the same time effecting a large saving of travel funds and military man-hours in transit. Institutions were also eliminated on the basis of geographical location and suitability of the specific needs of the training command."

Digitized by Google

Those are the reasons stated by the Air Forces and I have no additional information as to the method of selection.

You asked which colleges and flight operators remain in the flight-indoctrination program and I have here a list issued which I shall be glad to submit for the record.

Senator McCARRAN. I think it should go into the record.

(The list referred to follows:)

Number of flight contractors and colleges by regions which will remain in the indoctrination course, air crew training

Region:	Number colleges	Region:	Number colleges
1	5	6	2
2	27	7	6
3	16		
4	13	Total	82
5	13		

List of colleges and flight contractors, giving location and basic quotas, which will remain in the indoctrination—air crew training

REGION I

Flight Contractor	*College*
Graham Aviation Flying Schools, Inc. (Corporation, Charles M. Mayer, manager), Pittsburgh Butler Airport, Butler, Pa.	University of Pittsburgh, Pittsburgh, Pa.
Waynesburg Flying Service, (partnership, George W. Tanner, Jr., Jean A. Burwell, Martha E. and Betty M. Higbee), Waynesburg Airport, Waynesburg, Pa.	Waynesburg College, Waynesburg, Pa.
Grim Flying Service (corporation, H. P. Grim, secretary and treasurer), Elkins, W. Va.	Davis and Elkins College, Elkins, W. Va.
Howard G. Mayes (individual), Mayes Field, Huntington, W. Va.	Marshall College, Huntington, W. Va.
Brinckerhoff Flying Service, Inc. (partnership, George C. Brinckerhoff, Laura Brinckerhoff).	West Virginia Wesleyan, Buckhannon, W. Va.
Lewis Airport, Buckhannon, W. Va.	

REGION II

Southern Airways Sales Co., Inc. (corporation, H. A. Strickland, manager), Birmingham Municipal Airport, Birmingham, Ala.	Birmingham Southern College, Birmingham, Ala.
Alabama Institute of Aeronautics (corporation, Walter P. Thorpe, vice president and general manager), Foster Field, Tuscaloosa, Ala.	University of Alabama, Tuscaloosa, Ala.
Mobile Air Service (partnership, Robert J. Slamp and Victor C. Rasmussen), Mobile, Ala.	Spring Hill College, Spring Hill, Ala.
Tuskegee Institute (F. D. Patterson, president), Post Office Box 67, Tuskegee Airport, Tuskegee, Ala.	Tuskegee Institute, Tuskegee, Ala.
Stengel Flying Service (individual, Carl E. Stengel), Stengel Field, Gainesville, Fla.	University of Florida, Gainesville, Fla.
Victory Airways (partnership, R. L. Young, Jr. and Wallace B. Sheffield), Rome Municipal Airport, Rome, Ga.	Berry College, Mount Berry, Rome, Ga.
Cochran Flying School, Inc. (corporation, H. B. Hill, president), Civil Aeronautics Administration intermediate field, Cochran, Ga.	Middle Georgia College, Cochran, Ga.
Starkville Flying Service (individual, Mason S. Camp), Starkville Airport, Starkville, Miss.	Mississippi State College, State College, Miss.

Digitized by Google

REGION II—continued

Flight Contractor	*College*
Salisbury Aircraft Service (partnership, Clay S. Swain and George K. Brown) post office Box 265, Salisbury, N. C.	Catawba College, Salisbury, N. C.
Knapp Flying Service (individual, Franklin N. Knapp), Jackson Municipal Airport, Jackson, Tenn.	Union University, Jackson, Tenn.
Harry Porter (individual) Lowell Field, Chattanooga, Tenn.	University of Chattanooga, Chattanooga, Tenn.
J. D. Gillespie (individual) Gillespie Airways, Nashville, Tenn.	George Peabody College for Teachers, Nashville, Tenn.
United States Flying Service (individual, Harry Playford), Maryville, Tenn.	Maryville College, Maryville, Tenn.; University of Tennessee Knoxville, Tenn.
J. Louis Hilbert (individual) (Mary Jane Dulaney, power of attorney), Tri-City Airport, Johnson City, Tenn.	State Teachers College, Johnson City, Tenn.
Southern Aviation Corporation (corporation, J. H. Adkins, president), College Airport, Murfreesboro, Tenn.	Middle Tennessee State Teachers College, Murfreesboro, Tenn.
Southern Air Services, Inc., Sanders Field, Memphis, Tenn.	Southwestern College, Memphis, Tenn.
Buck's Flight School, Inc. (corporation, Stanley A. Frame, president), Cookeville Municipal Airport, Cookeville, Tenn.	Tennessee Polytechnic College, Cookeville, Tenn.
Cannon Aircraft Sales & Service, Inc. (corporation, J. A. Cunningham, vice president), Charlotte Commercial Airport, Charlotte, N. C.	Davidson College, Davidson, N. C.
Piedmont Aviation, Inc. (corporation, L. S. McGinnis, president), Greensboro-High Point, Greensboro, N. C.	High Point College, High Point, N. C.
Serv.-Air, Inc. (corporation, Truman W. Miller, president), Raleigh Municipal Airport, Raleigh, N. C.	State College of Agriculture and Engineering of the University of North Carolina, Raleigh, N. C.
Southern Airways, Inc. (corporation, Ike F. Jones, vice president), Anderson Municipal Airport, Anderson, S. C.	Clemson College, Clemson, S. C.
Johnson Flying Service (individual, Luther C. Johnson), Greenwood Municipal Airport, Greenwood, S. C.	Erskine College, Due West, S. C.
Southern Airways, Inc., Greenville Municipal Airport, Greenville, S. C.	Furman University, Greenville, S. C.
Giles Flying Service, Box 391, Clinton, S. C.	Presbyterian College, Clinton, S. C.
James H. Woods (individual), Roddy Field, Rockhill, S. C.	Winthrop College, Rockhill, S. C.
Palmetto Air School, Inc., Spartanburg, Memorial Airport, Spartanburg, S. C.	Wofford College, Spartanburg, S. C.

REGION III

Decatur Aviation Co. (individual, Hunter Moody), Decatur Airport, Decatur, Ill.	James Milliken University, Decatur, Ill.
Currey Flying Service (partnership Arthur R. Currey and Mary E. Curry), Municipal Airport, Galesburg, Ill.	Knox College, Galesburg, Ill.
Valentin Air Service (individual Fred C. Valentin), Marion Airport, Marion, Ill.	Southern Illinois Normal College, Carbondale, Ill.
Moline Air Service, Inc. (corporation, Clarence J. Bender, president), Municipal Airport, Moline, Ill.	Augustana College and Theological Seminary, Rock Island, Ill.
Hoosier Airport, Inc. (corporation, Robert F. Shank, secretary and treasurer), Hoosier Airport, Indianapolis, Ind.	Butler University, Indianapolis, Ind.

Digitized by Google

REGION III—continued

Flight Contractor	*College*
Sky Harbor, Inc. (corporation, Gordon Lacky, president), Sky Harbor Airport, Indianapolis, Ind.	Butler University, Indianapolis, Ind.
Danville Flying Service (individual, Claude A. Akin), Danville Airport, Danville, Ky.	Center College of Kentucky, Danville, Ky.
Owensboro Aviation (partnership, Lyman S. Cox and Walter C. Houghland, Jr.), Bowling Green Airport, Bowling Green, Ky.	Western Kentucky State Teachers College, Bowling Green, Ky.
Hughes Flying Service (individual, Harvey M. Hughes), Capital City Airport, Lansing, Mich.	Michigan State College of Agriculture and Applied Science, East Lansing, Mich.
Northway Flying Service (individual, Alma B. Denton), Norton Field, Columbus, Ohio.	Capital University, Columbus, Ohio.
Canton Aviation Co. (partnership, Henry Renkert, Jr., and Florence Renkert), Martin Field, Canton, Ohio.	Mount Union College, Alliance, Ohio.
Parks Watson Flying Service (individual, M. Parks Watson) Watson Airport, Cincinnati, Ohio.	University of Cincinnati, Cincinnati, Ohio.
Metcalf Flying Service (individual, Thomas B. Metcalf), Municipal Airport, Walbridge, Ohio.	University of Toledo, Toledo, Ohio.
Redbank Airport, Inc. (corporation, W. R. Laudenslager, president), Municipal Airport, Springfield, Ohio.	Wittenberg College, Springfield, Ohio.
Cincinnati Aircraft Service (partnership, Elmer and Melville Schmidt), Lunken Airport, Cincinnati, Ohio.	Xavier University, Cincinnati, Ohio.
REGION IV	
Jonesboro Flying Service (individual, Gordon Poindexter), Jonesboro, Ark., Jonesboro Municipal Airport.	Arkansas State College, Jonesboro, Ark.
Fayetteville Flying Service (partnership, Raymond J., Edgar T., and Sallye Margaret Ellis), box 391, Fayetteville, Ark.	University of Arkansas, Fayetteville, Ark.
Badgett Flying School (Newton B. Badgett, individual), box 1491, Municipal Airport, Shreveport, La.	Centenary College, Shreveport, La.
Strickland Horner Airport (partnership, Leo Strickland and Roscoe Horner), Strickland-Horner Airport, Alva, Okla.	Northwestern State College, Alva, Okla.
Al Guthrie Aviation Co. (J. Alvin Guthrie, individual), Searcy Field, Stillwater, Okla.	Oklahoma Agricultural and Mechanical College, Stillwater, Okla.
Regan Flying Service (L. E. Regan, individual), Municipal Airport, Shawnee, Okla.	Oklahoma Baptist University, Shawnee, Okla.
Tulsa Aviation Service (Harvey O. Young, owner), Harvey Young Airport, Tulsa, Okla.	University of Tulsa, Tulsa, Okla.
Ada Flying Service (individual, John F. Heasty), Walker Airport, Ada, Okla.	East Central State Teachers College, Ada, Okla.
REGION V	
Canyon Aviation Service (individual, G. W. Cox), Canyon, Tex.	West Texas State Teachers College, Canyon, Tex.
Victor Flying Service (partnership), Roy R. Taylor and Gene Royer), Sherman, Tex.	Austin College, Sherman, Tex.
West Aviation (J. Marion West, individual), box 42, San Marcos, Tex.	Southwest Texas State Teachers College, San Marcos, Tex.
Kadett Aviation Co. (corporation, W. B. Stewart, president), Easterwood Airport, College Station, Tex.	Agricultural and Mechanical College of Texas, College Station, Tex.

Digitized by Google

REGION V—continued

Flight Contractor	*College*
Clent Breedlove Aerial Service (William C. Breedlove, individual), Lubbock, Tex. (commercial airport).	Texas Technological College, Lubbock, Tex.

REGION VI

Marsh and Franklin (partnership, William O. Marsh and L. N. Franklin), Sky Harbor Airport, Phoenix, Ariz.	Arizona State Teachers College, Tempe, Ariz.
Southern Utah Flying Service (corporation, Edward Roy Allen, president), Cedar City Airport, Cedar City, Utah.	Branch Agricultural College of Utah, Cedar City, Utah.

REGION VII

Caldwell Flying Service (individual, Jack W. Medlin), Caldwell Municipal Airport, Caldwell, Idaho.	College of Idaho, Caldwell, Idaho.
Johnson Flying Service, Inc. (corporation, Robert R. Johnson, president), Hale Field, Missoula, Mont.	Montana State University, Missoula, Mont.
Lynch Flying Service (individual, John F. Lynch), box 213, Belgrade Airport, Belgrade, Mont.	Montana State College, Bozeman, Mont.
Steen Flying Service (partnership, W. Lowell Steen and Harold G. Steen), Civil Aeronautics Administration Intermediate Field, La Grande, Oreg.	Eastern Oregon College of Education, La Grande, Oreg.
Ellensburg Flying Service (partnership, M. M. Anderson and Goodwin Chase, Jr.), Bowers Field, Ellensburg, Wash.	Central Washington College of Education, Ellensburg, Wash.
Pullman-Moscow Air Service (individual, Hilford A. Wallace), Pullman-Moscow Regional Airport, Pullman, Wash.	State College of Washington, Pullman, Wash.

REGION VIII

Mountain States Aviation, Inc. (corporation, Alice N. Palmer, treasurer), 3800 Dahlia Street, Hayden Field, Denver, Colo.	University of Denver, Denver, Colo.
Iowa Airplane Co., Inc. (corporation, F. C. Anderson, president), Municipal Airport, Des Moines, Iowa.	Drake University, Des Moines, Iowa.
Hunter Flying Service (partnership, Dan F. Hunter, Sr., Dan F. Hunter, Jr., and G. D. Hunter), Municipal Airport, Cedar Rapids, Iowa.	Coe College, Cedar Rapids, Iowa.
Miller-Cavalier Flying Service (partnership, Arthur L. Miller and George L. Cavalier), Livingston Airport, Waterloo, Iowa.	Iowa State Teachers College, Cedar Falls, Iowa.
Graham Flying Service (corporation, E. L. Graham, president), Rickenbacker Airport, Sioux City, Iowa.	Morningside College, Sioux City, Iowa.
E. B. White Flying Service (individual, Erman B. White), Emporia, Kans.	Kansas State Teachers College, Emporia, Kans.
Springfield Flying Service, Inc. (corporation, James C. Johnson, president), Municipal Airport, Springfield, Mo.	Drury College, Springfield, Mo.; Southwest Missouri State Teachers College, Springfield, Mo.
St. Louis School of Aeronautics (corporation, David W. Kratz, president), Kratz Field, Robertson, Mo.	Washington University, St. Louis, Mo.
Ong Aircraft Corporation (corporation, William A. Ong, president), Ong Airport, box 214, Kansas City, Mo.	Rockhurst College, Kansas City, Mo.

Digitized by Google

REGION VIII—continued

Flight Contractor	*College*
E. W. Wiggins Airways, Inc. (corporation, W. E. Stickney, assistant treasurer), Municipal Airport, Columbia, Mo.	University of Missouri, Columbia, Mo.
Burnham-Miller Flying Service (partnership, L. D. Miller and A. R. Burnham), Municipal Airport, Omaha, Nebr.	Creighton University, Omaha, Nebr.
Fuller Flying Service (individual, Stanley G. Fuller), Municipal Airport, Wayne, Nebr.	Nebraska State Teachers College, Wayne, Nebr.

Mr. STEWART. As I say, they have a very substantial staff and I certainly see no reason to tell any one of them that it is the intention of the Air Forces not to continue the training very actively at those centers.

Senator MCCARRAN. From your own observation, was there any geographic significance to the cancelation? Did it appear to follow any geographic course or lines?

Mr. STEWART. Well, I do not know what influenced the men who made the selection but I have, of course, noticed, as this list shows, that certain groups——

Senator MCCARRAN. Speaking of the 70 canceled out?

Mr. STEWART. In what we call region 1, which embraces the States of Maine, Vermont, New Hampshire, Massachusetts, New York, Pennsylvania, New Jersey, Virginia, West Virginia, Maryland, and Delaware, there were probably about 37 centers and now I see there are 5. I think in Pennsylvania there were perhaps 14 and now there are 2. Certainly, by percentage, the reduction was larger in the Northern States than in the southern ones. Whether that has any significance I do not know but region 1, which was always our largest training region in the whole history of the use of civilian flying schools, is now dropped down in this program to about the smallest.

Senator MCCARRAN. How about the West and Northwest; were those training schedules affected?

Mr. STEWART. There were very few in the extreme Northwest, in what we call region 7. There were never very many and they have not been changed; there are only six there. In region 6, which includes California, Nevada, Arizona, New Mexico, and Utah, there are only two. There were certain eliminations in that area.

Senator MCCARRAN. Out of how many in region 6?

Mr. STEWART. There were four and now two. In region No. 7 there were six and there are now six, so that 50 percent have gone out of region 6. That would be the one at Logan City, Utah, and the one at Reno, Nev., leaving one at Cedar City and the other at Phoenix, Ariz.

Well, that outlines actually what the program has been, what it has been doing recently. The statistical tabulation which I have given you shows in the year ended December 31, 1943, 207,000 individuals passed through training at the hands of civilian flying corps; all of these individuals represented personnel of the Army Air Forces or the Naval Aviation, including the enlisted reserve group, the air crew group in the colleges, and the Naval Aviation cadets.

Now, we are getting to a point where, as you see, unless there is a change in policy, all of these activities will diminish very quickly.

Digitized by Google

We come to a point of asking where we go as to the future, and that is the important question.

Senator McCARRAN. That is what I am interested in right now.

Mr. STEWART. Well, it seems to me that when we talk of the future We must have a program which will embrace at least three different activities. The enactment of the Civilian Pilot Training Act itself and its extension will of course be enormously helpful as a declaration of policy on the part of Congress, which to me seems, unless legislative record establishes a policy with respect to the training end of the act, unless that policy should be implemented by the granting of an appropriation, that the enactment of the act itself will not be particularly beneficial.

Senator McCARRAN. Assuming now, Mr. Stewart, that the policy be established by the Army that all military aviators shall be trained from the initial stage by the Army and by no other agency, both in time of war and in time of peace, is there not yet remaining in civil life, and for those who may engage in aviation other than military, a wide and important field for the activities of the Civil Aeronautic Authority in training pilots for civil industries?

Mr. STEWART. I would think, sir, that there is a field of activity, and I should say that perhaps and most important field of activity is in the building up in the youth of the country an air-conscious group who have been taught to fly. I read in the paper an interesting column by Al Williams, and someone from my staff sent him a letter of comment and he wrote back a note saying:

> The Civil Aeronautics Administration is doing a grand job. We must build a race of young Americans who will be as much at home in the cockpit as the Indians were on horseback.

Well, that is a sound idea. If we are to be great in the air, we must do just that.

Mr. Burden in his talk this morning mentioned the Air Training Corps set up in Great Britain and I think that is very, very interesting indeed. I have a paper here which is very brief and you might be interested in having it for reference. It is a photostatic copy. This is the Air Training Corps which has been developed in Great Britain. The textual matter is very brief and you might care to put it on the record for reference.

Senator McCARRAN. We will file it with the committee, anyway.

Mr. STEWART. In that connection, incidentally, I found that quite recently a statement was made by Sir Archibald Sinclair, Secretary of State for Air in Great Britain, and I quote it as it was recently published in American Aviation:

> The long-term nature of Air Training Corps training demands that the future of the course should be settled now. The achievements in the Air Training Corps in war, and circumstances likely to exist when hostilities end, have been reviewed and the Government has decided that the Air Training Corps shall continue after the war. It should cooperate to the fullest extent with other preservice training corps, departments of education, local education authorities, and other voluntary youth organizations, but the separate entity of the Air Training Corps under the control of the Air Ministry will be preserved.

Now, that is a very definite statement of policy by the British Government that they are going to continue the training of their youth in aviation at the end of the war.

Digitized by Google

Senator McCarran. That is in keeping with what we also read of the debates in the House of Commons and the expressions of British authorities generally in that they are looking very carefully to the future of aviation, not only from a military standpoint, but specifically are they looking forward to the future of avaition from a commercial and civil standpoint.

It seems to me it is up to America to keep its eyes open and be forward-looking if it proposes to enter into the commerce of the world, which must be its forte in the years to come after the war.

Mr. Stewart. As you probably know, sir; and going into what you have said, is the fact that the Air Forces have apparently been quite interested in trying to teach the youth of the country. I had a copy of the text of an advertisement which was published in January in the Saturday Evening Post. It is addressed to men of 17, I suppose of the age of 17, not of 1917, so I will read it:

> You can get ready now for your place as bombardier, navigator, or pilot of this great Army Flying Force. Going to the nearest aviation cadet examining board, see if you can qualify for the Air Corps Enlisted Reserve. If you qualify, you will receive Enlisted Reserve insignia, but you will not be called for training until you are 18 or over. When called you will be given 5 months' training, after a brief conditioning period, in one of America's finest colleges. You will get dual control flying instruction (that is the program we are engaged in), then go on to 8 months of full flight training, the kind of training that makes American fliers the world's best. When you graduate as a bombardier, navigator, or pilot you will receive a $250 uniform, an allowance, and your pay will be $246 to $327 per month.

Senator McCarran. That advertisement reads as though it were addressed to the present program which you have been carrying on.

Mr. Stewart. Well, it is addressed, I think, to the flight-indoctrination program, and as I say, I have every reason to believe that program is to be continued on the basis fitting the needs of the Air Forces. I think it is their plan to continue it. I do not know what the Congress will decide about the program for the colleges.

I read recently one of the committees in Congress had raised some question about the desirability of having all these young men trained in colleges. But as far as I know, the Air Forces are authorized to carry on a college program and they do intend to give this dual-flight instruction in conjunction with that program.

Senator McCarran. But here, on the other hand, they have canceled out nearly half of the indoctrination program.

Mr. Stewart. I do not think they have canceled out half of this in volume, sir. You see, they have not actually canceled out anyone yet. What they have said is that they do not assign any more students to any of the 70 colleges now in the program.

Senator McCarran. No more replacements?

Mr. Stewart. Not in the 70 colleges. They have not stated how many will be sent into the remaining 82 colleges, but I believe it will be whatever number is necessary to maintain the organization of the Air Forces at whatever level the Air Forces think necessary. In other words, it will bear an exact relationship to the total training program of the Air Forces.

I do not think we can ask the Army or the Navy to do anything more in the war period than to use civilian flying schools on a basis commensurate with the actual needs of their training program. If at one time the need is 10,000 a month, then I think it is reasonable to say you will find the schools might participate in that training up

Digitized by Google

to that figure. If later on needs decline to only 5,000 a month, then the 5,000 is all the civilian flying schools can have to handle. That applies as well to the Navy program.

The Navy program is going to diminish in size and the Navy has said, now, when we get to June 30, 1944, we will have enough facilities to do all of our training ourselves, so we want to use those facilities instead of using any civilian facilities. The Army has not said that.

What has the Navy done? It has built some magnificient facilities, of course. I was quite recently out to Norman, Okla., out there on a piece of property of the Oklahoma University, where they have built a Navy Air Corps school, a magnificient establishment. They will prefer to use that establishment to the maximum extent possible rather than employ any of these 90 flight-training centers we are now using.

So the question arises which policy is in the best interests of the United States.

Is it not a wise policy, looking toward the future, to continue to use in the actual programs for the Navy and for the Army some part of these civilian-training facilities during the remainder of the war period so they will be active, efficient concerns ready to undertake whatever task may fall upon them in the post-war period?

Senator McCARRAN. But when the post-war period comes upon us, which we hope may be soon, when the Army activities or the military activities are cut down to a post-war necessity, peacetime necessity, it is my view, and I take it to be yours from what you have said, that this civilian-pilot training of the C. A. A. should continue just as it did before the war for nonmilitary necessities.

Mr. STEWART. I believe, sir, most definitely that training under the Civilian Pilot Training Act should continue, but I believe it should continue to serve two primary purposes, one of those purposes being the needs of commercial aviation, and the other, and certainly a very important one, is the need of military aviation because I feel that we have reached a period in civilization where we shall never be safe within our frontiers unless vast numbers of our young people each year are taught to fly. I don't care whether they are ever called upon to go into the military services, but I do think we need, and I am sure we need, to have in this country at least a reserve of men who are not more than 3 years out of training, which will never number less than 300,000 physical fit young men who can fly, and if we do not have it I think we will be in constant peril.

Now, post-war planning of the Navy Department and of the Air Forces is based on the assumption that in the post-war period we will have some form of compulsory service. Secretary Knox recently made a speech in Cleveland in which he gave it as his opinion that we should have at least 1 year of compulsory service for each young man. It would be apparent from his remarks that he thinks it would be the best assurance of our liberty.

Hanson Baldwin, who is quite generally well informed, writing in the New York Times, states all post-war planning of the War Department is based on the assumption we will have compulsory military service. But, of course, whatever policy is determined in that respect will have the most important bearing on what should be done under the Civilian Pilot Training Act.

Digitized by Google

If you have compulsory service and you have a large Air Force and you are taking vast numbers of men, of the young men of the country, through compulsory service and training them to fly and then releasing them after their year or two of service, you will have a great supply of pilots in the country and there will be less need for civilian training at the advanced level.

If, on the other hand, we should follow our traditional practice in this Nation of having no compulsory service in time of peace, but rely wholly on voluntary enrollments to maintain our establishments, there would be, whether admittedly or not, for military service or against the contingency of military service, a very great need for a large body of freshly trained young men each year to protect our position.

We do not know where we will be 5 or 10 years from now. Twenty years ago people said that was the war to end all wars despite the fact that in the last 3,500 years there have been probably only 227 peaceful years in the whole history of mankind. Nothing in the behavior of the inhabitants of this globe today suggests we have become so gentle and peaceful that war will not occur again.

We have read with horror in recent days of the atrocities of the Japanese. There are many people in Asia and elsewhere who may some day descend upon us.

The advertisements of the aviation people tell us that there is no part of the world today which is more than 50 or 60 hours flying away from any other part. It may well be at another time we will not find England or some other country sitting for 2 years, holding the breach, before attacks fall upon us.

So, I think one of the greatest and wisest measures which could be adopted in this country would be to keep its civil agencies going and to base its policies on a sound operating civilian organization to indoctrinate young men for the air, so that if it does happen at the end of the war our people do not wish to adopt a national Selective Service Act in some form, we will nevertheless have an organization going which could do what was done under the Civilian Pilot Training Act before Pearl Harbor, that is, take the cream of our youth and indoctrinate them for the air in such a way that if an emergency arises they will be ready to do their part in serving their country.

Here are some of the features that might be embodied in a program calling for the employment of civilian flight training agencies throughout the remainder of the war period and in the years thereafter. This outline is merely a broad-brush sketch of a means by which good use might be made of civilian agencies along the lines proposed by the Aviation Planning Clinic, the National Aviation Association, the American Legion, and by many groups of colleges and other educational institutions:

DIRECT TRAINING FOR THE WAR AND NAVY DEPARTMENTS

First there is the question of direct training for the War and Navy Departments during the remainder of the active war period. The proper field of activity for civilian training organizations during the remainder of the war would seem to lie in the provision of flight instruction in its initial or elementary phases. Civilian aviation has been remarkably successful in the work of "air conditioning" or "indoctrinating" aviation students in the art of flying. Civilian aviation has

Digitized by Google

taught many thousands of such students to fly, has carried them through their first solo flights and has given them their first hours of actual flying experience.

The volume of training would necessarily be governed by the total amount of flight training deemed necessary for the purposes of the Army Air Forces and of naval aviation. The training task to be assigned to civil aviation could embrace the elementary phases of flight instruction up to about 20 hours of flying for each trainee.

The number of men to be assigned to training would be governed by the total input required in the more advanced training estalishments operated directly by the War or Navy Departments.

Such a program would serve the important purpose of maintaining a nucleus of civilian training centers in operation in conjunction with the colleges. These centers would be in a position to go forward immediately with flight training under other arrangements when the large-scale training programs under the National Selective Service Act come to a close.

PILOT TRAINING IN CONJUNCTION WITH THE HIGH SCHOOLS

Next there is the matter of providing flight training in conjunction with the high schools. Under any program which would provide for effective use of civilian facilities, encouragement should be given to the further development of ground school, aeronautical training in the high-school systems everywhere throughout the country, financed by the States and local communities. In his report to the Secretary of War, which I have already mentioned, General Arnold states that the Germans "were smart" to have given their youth a thorough grounding in mathematics, meterology, and physics. He added, "we had to take valuable time for such ground school work." We, too, should be "smart" enough to see that this does not occur again.

But we should go beyond ground school work. Elementary flight training would be made available for at least 100,000 trainees each year to be selected from amongst those who have made most satisfactory progress in their ground school work and who are otherwise qualified for flight training.

A quota of flight training scholarships might be made available with the aid of the Federal Government for award to the successful competing candidates from groups in training at each high school or other institution engaged in providing ground school instruction.

The flight training scholarships would of course be awarded on a basis insuring fair and equitable geographical distribution throughout the whole country in relation to the total number of candidates competing subject only to the availability of facilities for satisfactory and safe flight instruction and without discrimination as to race, creed, or color.

In each participating community it would probably be desirable to set up a board composed of private citizens serving on a voluntary. basis who would have responsibility for awarding the scholarships. These boards might consist of not less than three nor more than five persons who, by reason of age, judgment, experience, and reputation, command the respect and confidence of their fellow citizens.

The training year could be divided into three sessions each of approximately 4 months' duration so that an average of 8 to 10 hours

Digitized by Google

of flight instruction would be made available to each candidate each month until he received the minimum of about 35 hours needed to qualify as a private pilot.

Flight instruction would be provided under contract arrangements with civilian operators of private flight training schools.

It is probable that the Federal Government would be called on to provide the greater part of the funds needed to meet the costs of flight instruction. However, it would be desirable to require that some financial contribution be made by candidates who are capable of paying part of the cost of their flight training. Responsibility for determining whether a fully paid or a partially paid scholarship should be awarded to a candidate would be lodged with the board of citizens established in the community to govern the award of scholarships.

PILOT TRAINING IN CONJUNCTION WITH THE COLLEGES

When we consider what might be done to insure the carrying forward of pilot training activities at the colleges, it immediately becomes apparent that with all physically fit young men who have reached age 18 in the hands of the armed services, there can be no pilot training at the colleges during the war period unless such training is a definite part of the training programs of the War and Navy Departments. Looking ahead, however, to the time when in the post-war years young people will again be free to choose the activities in which they wish to engage, it would seem desirable that arrangements exist under which pilot training of a more advanced nature than that proposed for the high schools could be provided in conjunction with the colleges. Successful completion of elementary training in high school or elsewhere before entering college might be established as a necessary qualification for entrance to the more advanced training course.

So that every opportunity to acquire skill in the art of flying could then be made available to a broad cross section of the young people in the colleges, it would seem desirable that the Federal Government should also, to the extent necessary, aid in providing flight training scholarships for them. The selection of candidates could, as in the case of the proposed high-school program, be governed by local boards.

The maneuvers to be taught would be approximately the same as those which are currently being taught in the "primary" training schools of the Army Air Forces and of naval aviation, and in the "secondary" training schools operating under the supervision of the Civil Aeronautics Administration. Of necessity they would be revised from time to time so as to embrace improvements in technique as this became possible. A special grade of civilian pilot certificate might be established to be awarded to those successfully completing training.

Colleges participating in the program would be expected to include in their regular curricula "ground school" instruction in meteorology, navigation, and other subjects in which pilots require comprehensive knowledge and highly specialized training.

So that all of the benefits of training experience and technical research would be available to guide and direct the training of pilots, close consultation would be had from time to time between the civilian agencies concerned and the Army Air Forces and naval aviation.

Digitized by Google

In consideration of the aid given by the Government in the provision of flight training, each trainee might be required to sign a pledge, undertaking in case of a national emergency occurring within 3 years after completion of his training, to make his services immediately available to the Army Air Forces or to naval aviation. It might be desirable to evolve in this connection some form of actual enlistment in an Air Reserve Corps.

The alternative to such a plan for post-war training as that which I have outlined would probably place all training directly in the hands of the armed services through some form of compulsory service following the pattern of the National Selective Service Act.

It seems to me, sir, that if this committee in considering the Civilian Pilot Training Act desires to insure the use of civilian facilities, that its legislative record and its recommendations should embody some specific proposal addressed to the use of these facilities along the lines which we have indicated.

I would like the telegram of January 29 and the excerpt from the Fortune Magazine to go on the record.

Senator McCARRAN. They will be put on the record.

(The telegram and excerpt referred to follow:)

CIVIL AERONAUTICS ADMINISTRATION,
WAR TRAINING SERVICE,
January 29, 1944.

We have tonight sent the following telegram to those air crew flight-indoctrination contractors in your region which are listed below:

"The Army Air Forces have advised us by letter today that it has become necessary to reduce the number of colleges in the training program in order to conform to their training requirements. To effect the necessary reduction, the Air Forces have found it advisable to arrange for the discontinuance of the aircrew program at the (blank) college as of the date of graduation of the most junior students presently in the college. We understand that this will result in the discontinuance of training sometime within a period commencing 90 days hence but in no case terminating later than June 30, 1944. The exact ending will depend upon the graduation of the most junior students presently enrolled. Flight training will, therefore, be continued only until the expiration of the above period at which time it will be necessary for us to discontinue the flight indoctrination course which you are providing for the students in the (blank) college.

"The Army Air Forces emphasizes that this action in no way reflects dissatisfaction with your performance to date. However, curtailment of certain training activities has become necessary, as outlined in a report of Gen. H. H. Arnold of January 4, 1944, to the Secretary of War in which he stated that 'as the war continues emphasis will naturally change from the training of vast numbers of new men to the training of replacements and to increase the technical knowledge of the men already in service.'

"In announcing the change of the program, the Army Air Forces stated: 'The Army Air Forces training program was of a necessity established on a flow chart basis whereby trainees travel every month from basic training centers to colleges and from colleges to pre-flight schools. Consequently the over-all policy of elimination of institutions adopted by the Training Command has been based on the principle of relieving an excessive and unnecessary burden on the national railway system, and at the same time effecting a large saving of travel funds and military man-hours in transit. Institutions were also eliminated on the basis of geographical location and suitability of the specific needs of the training command.'

"We join the Army Air Forces in expressing sincere appreciation for the splendid patriotic work that you have contributed during a most critical period of the early training. This message is sent you to assist your planning for the future and we count on your continued cooperation and support during the remainder of the flight training period in the maintenance of high standards of performance in the conduct of the training entrusted to you by the Army Air Forces.

"List of flight contractors follows."

"MORRIS, A–130."

Digitized by Google

[Excerpt from Fortune Magazine for February 1944]

Arithmetic of air training, to December 1, 1943

1. WHAT THE TRAINING COMMAND HAS PRODUCED

	1939	1940	1941	1942	1943	Total
Air crew:						
Pilots	696	1,786	7,244	28,782	56,008	94,516
Navigators		44	601	4,477	13,783	18,905
Bombardiers		18	310	5,760	13,998	20,086
Aerial gunners				25,820	106,981	132,801
Miscellaneous [1]			198	2,325	18,850	21,373
Technicians [2]				273,068	513,333	786,401
Total	696	1,848	8,353	340,232	722,953	[3] 1,074,082

II. WHAT THE TRAINING COMMAND IS:

Students		489,361
Air crew	253,553	
Technicians	129,485	
Recruits	106,323	
Training Command personnel		531,416
Total		1,020,777

III. WHAT THE TRAINING COMMAND HAS:

Flying training schools	397
Technical training schools	93
Training airplanes	23,674
Tactical airplanes	4,223
Ground-training planes	911
Gliders	555

IV. WHAT THE TRAINING COMMAND DOES:

Fatalities per fatal accident	1.59
Hours flown per fatal accident (11-month average)	25,600
Training hours flown, month of October	2,617,000

[1] Included here are glider and liaison pilots, observers, women pilots, etc.
[2] Airplane mechanics, radio operator-mechanics, armorers, clerks, photographic specialists, etc.
[3] This total refers to the number of individuals who have completed courses. One individual may have completed courses in 2 or more specialities and he therefore would be included 2 or more times in this total.

Mr. STEWART. I would like to make one further small observation of a practical nature, that is, the bill which is before you refers to the Civilian Pilot Training Act of 1939. It should, I think, refer to the Civilian Pilot Training Act as amended.

Thank you very much.

Senator McCARRAN. Thank you very much, Mr. Stewart.

Is there anyone here now who desires to be heard on this matter who has not yet been heard?

Mr. COLBERT. Senator, may I ask a question?

If the Civilian Pilot Training Act of 1939, as amended, is not extended beyond June 30, what will become of the present programs which are left in C. A. A. war training service, such as indoctrination programs?

Senator McCARRAN. Well, so much as is appropriated for may be carried on under Army supervision. The remainder will just, as I understand it, pass out of the picture to the great loss, to the great economic loss, of this country.

Mr. COLBERT. The Army could continue the training program as it is without any further continuance of the Act?

Senator McCARRAN. Well, I would not like to answer that, but I think it could.

Mr. STEWART. Depending on action taken by the Congress granting appropriations to the Air Forces of Navy, both of those services could use such facilities as they thought desirable for such training as they found necessary.

Digitized by Google

STATEMENT OF MR. L. SCHROEDER

Mr. SCHROEDER. I would like to add something that I think may be valuable as part of the record.

I am one of those persons who learned to fly and paid for it myself prior to the time that the 1939.

I believe that one of the things that may be overlooked here is the importance of the byproducts of this activity of the C. A. A.

It has been my privilege to observe that at the same time the C. A. A. program was in progress any number of other men who perhaps were a little too old to qualify under the terms of that program at their own expense taught themselves to fly. Some testimony has been given here this morning as to where the men went who took part in the first phases of the C. A. A. program. Among the group of men who were learning to fly at the time I was quite active around the airport where I was taking some instruction, three of them are with the airlines flying up through Alaska Territory, two are flying with Eastern Air Lines at the present time, one has lost his life overseas, two of them are operating major bases, or have been. These are all men who were drawn into flight activity not directly through assistance of the C. A. A. but because of the activity of C. A. A. and because it aroused their interest and got them started.

In my work in my own State I called upon most of our small communities from time to time. At the present time the C. A. A. program has been slowly constricted, but at the time the C. A. A. program began we had some 53 landing fields opened up within our State. This program has slowly been constricted and concentrated on larger airports and centers and the number of airfields has been reduced to 24 and with the further constriction of the program we probably will lose more of those airfields.

Now, there has been an incident here cited by the man from Gettysburg yesterday, and that has been repeated in our own State many times, and we have had many of that type that do not, of course, get into the paper and many times accidents have occurred in areas or near the places where at one time we had fields open.

If this program can be continued, looking only toward the civilian side, it is going to be of tremendous value directly and indirectly to the war effort and to the post-war civilian activity, commercial activity, and to the extent to which it may be needed, we may not know now, but the ability to carry it on, if and when, the extent to which it may be needed is vastly important, I believe.

Senator MCCARRAN. Thank you very much.

Mr. CROSON. Mr. Chairman, I now have the authorizations of which I spoke yesterday and offer them for the record.

Senator MCCARRAN. They will be made a part of the record.

(The letters and telegrams offered by Mr. Croson are as follows:)

NORTH IDAHO JUNIOR COLLEGE,
Coeur d'Alene, Idaho, January 31, 1944.

Mr. TOM CROSON,
Statler Hotel, Washington, D. C.

DEAR MR. CROSON: This letter hereby authorizes and directs you to represent North Idaho Junior College at Senate committee hearings to be conducted by Senator Pat McCarran, wherein Federal support for college aviation is to be under discussion.

Very truly yours,

ORRIN E. LEE, *President.*

Digitized by Google

GONZAGA UNIVERSITY,
Spokane, Wash., January 29, 1944.

Mr. TOM CROSON,
Lewiston, Idaho.

DEAR MR. CROSON: You are hereby officially appointed to represent the interests of Gonzaga University, Spokane, Wash., at the McCarran Senate investigation regarding the future of the Civil Pilot Training Act of 1939.

Sincerely yours,

FRANCIS J. ALTMAN, S. J.,
President, Gonzaga University,
Spokane, Wash.

MONTANA STATE UNIVERSITY,
Missoula, January 30, 1944.

Mr. TOM CROSON,
Lewiston Normal College,
Lewiston, Idaho.

MY DEAR TOM: I am very glad indeed to know that you can represent the northwest region (region 7) of the National Association of Colleges and Universities in Aviation Training at the hearings which Senator McCarran is holding regarding the continuation of the Civilian Pilot Training Act. Their confidence in you was shown by the vote in the meeting at Spokane yesterday.

The Spokane meeting had representatives from a large number of the northwest colleges. There was not opportunity for the presidents who were in attendance to furnish you with letters authorizing you to represent the separate schools. I trust that the time is not too short to permit a large number of such letters to reach you in Washington before the hearings are concluded.

This letter is authorization for you to speak in behalf of the aviation coordinators in the schools and colleges of this region.

With my best personal regards, I am,

Very sincerely yours,

A. S. MERRILL,
Coordinator Montana State University;
Regional Coordinator, National Association of Colleges and
Universities in Aviation Training.

THE UNIVERSITY OF MONTANA,
MONTANA STATE COLLEGE,
Bozeman, Mont., January 31, 1944.

Hon. Senator PATRICK MCCARRAN,
Washington, D. C.

MY DEAR SENATOR MCCARRAN: This will introduce Mr. Thomas Croson, of Lewiston Normal College of Lewiston, Idaho.

At a meeting of Civil Aeronautics Administration-War Training Service Coordinators, held in Spokane on January 29, 1944, Mr. Croson was appointed to represent the colleges and universities of the seventh region at a hearing called by you on the extension of the Civil Aeronautics Act of 1938.

This will authorize Mr. Crosson to represent Montana State College of Bozeman, Mont, at this hearing.

Very truly yours,

R. R. RENNE,
Acting President.

[Telegram]

MISSOULA, MONT., *February 1, 1944.*

TOM CROSON,
Statler Hotel, Washington, D. C.:

You authorized to speak for Montana State University at Senate on continuation civilian pilot training act of 1939. Letter follows.

C. W. LEAPHART, *Acting President.*

Digitized by Google

YAKIMA VALLEY PUBLIC JUNIOR COLLEGE,
Yakima, Wash., January 31, 1944.

Mr. THOMAS R. CROSON,
The Statler Hotel, Washington, D. C.:

DEAR MR. CROSON: I am authorized to request you to represent Yakima Valley Public Junior College at the hearing on aeronautics called by Senator Patrick McCarran.

Yours truly,

ELIZABETH PRIOR,
President, Yakima Valley Public Junior College.

[Telegram]

CALDWELL, IDAHO, *February 1, 1944.*

TOM CROSON,
Statler Hotel, Washington, D. C.:

Request that you represent the College of Idaho with reference to Civil Aeronautics Administration program at forthcoming McCarran Senate Committee hearing in Washington, D. C.

WILLIAM W. HALL, Jr.,
President, College of Idaho.

[Telegram]

NAMPA, IDAHO, *February 1, 1944.*

TOM CROSON,
Statler Hotel, Washington, D. C.:

Very much interested in student training program following the war. Very much interested in coordinating the air program in the high-school curriculum. Will do everything in our power to cooperate this program with the high-school students. Have classrooms available to carry on such a program. This program can be coordinated easily with Clarks Flying Service.

WILLIAM E. GILLAM,
Principal, Nampa High School, Nampa, Idaho.

[Telegram]

NAMPA, IDAHO, *February 1, 1944.*

TOM CROSON,
Statler Hotel, Washington, D. C.:

This is to certify that you are authorized to act for us in regard to continuance of the civilian pilot training program.

NORTHWEST NAZARENE COLLEGE,
L. T. CORLETT, *President.*

[Telegram]

BOZEMAN, MONT., *February 1, 1944.*

THOMAS CROSSON,
Statler Hotel, Washington, D. C.:

This will authorize you to represent Montana State College at Senator McCarran hearing on the Civil Aeronautic Act of 1938. Letter follows air mail.

R. R. RENNE,
Acting President, Montana State College.

[Telegram]

SPOKANE, WASH., *February 2, 1944.*

TOM CROSON,
Statler Hotel, Washington, D. C.:

You are authorized to represent Whitworth College at Senator Pat McCarran's hearing on the activities of civilian pilot training.

MERTON D. MUNN,
Dean, Whitworth College.

Digitized by Google

[Telegram]

PORTLAND, OREG., *February 1, 1944.*

TOM CROSON,
Statler Hotel, Washington D. C.:

We authorize Tom Croson to speak for the University of Portland on the aviation program.

REV. CHARLES MILTNER, *President.*

[Telegram]

ONTARIO, OREG., *February 2, 1944.*

TOM CROSON,
Washington, D. C.:

You are hereby authorized to represent Lewis and Clark College at Senator McCarran hearing regarding continuation of Civil Aeronautics Administration pilot training.

DONALD E. FABER,
Coordinator and Agent.

WHITMAN COLLEGE,
Walla Walla, Wash., January 29, 1944.

Mr. TOM CROSON,
Washington, D. C.:

DEAR MR. CROSON: It is my understanding that you are in Washington to attend the hearing on the subject of the Civil Aeronautics Administration and its flight training programs, which has been called under the leadership of Senator McCarran of Nevada. I am glad to authorize you to express on behalf of Whitman College the thoughts which I am outlining in this letter.

From the outset Whitman College has been one of the institutions of the Northwest participating in the civilian pilot training program of the Civil Aeronautics Administration and consequently is the site of a Civil Aeronautics Administration War Training Service school for the training of naval aviation cadets. I have considered this program to be of vital importance in the war effort, therefore I was greatly disturbed to learn of its possible discontinuance. The colleges of this district have assembled faculties of unusually well-qualified instructors in the ground school subjects and the flight operators have likewise procured corps of excellent flight instructors. I am not familiar with all the aspects of pilot training or with all the needs of our armed forces, but it would seem to be unwise to destroy at this critical time the fine training organizations which the colleges possess. It is my hope that in some manner they may be kept intact to continue the good work which they have been performing.

Aviation is sure to play an essential role after the war, therefore, plans should now be made to continue civilian pilot training in peacetime. Whitman College will be glad to play its part in any civilian pilot training program which may be projected under the Civil Aeronautics Administration. Let us now make certain that our nation maintains its leadership in the field of aviation.

With all good wishes,

Sincerely yours,

WINSLOW S. ANDERSON, *President.*

MULTNOMAH COLLEGE,
Portland, Oreg., January 31, 1944.

Mr. THOMAS R. CROSON,
Washington, D. C.

DEAR MR. CROSON: This is to certify that you are authorized to act as a representative of our institution in the hearing before Senator McCarran's committee concerning the continuation of the Civilian Pilot Training Act.

Multnomah College was one of the first of the colleges in the Northwest to have the contract for the primary course in civilian pilot training in the fall of 1939.

In the summer of 1940, our aviation school, known as the Oregon Institute of Technology, was awarded a contract for the secondary training. We carried on these two programs until private flying was discontinued in the Portland area in the spring of 1942.

Digitized by Google

Multnomah College, as you know, is a fully accredited junior college and is located in down-town Portland. It, therefore, has the opportunity of serving not only full-time college students but employed men and women who are interested in aviation and are available for evening or part-time classes.

The Oregon Institute of Technology is also interested in the training of aviation mechanics and is approved by the Civilian Aeronautics Administration for the training of aircraft and engine mechanics. It would be of value to us if the Civil Aeronautics Administration could appropriate funds for the training of aircraft and engine mechanics as authorized in the amended civilian pilo ttraining bill, passed about a year or two ago.

Please be assured of our confidence in your ability to represent our interests in the hearings now being conducted.

Yours very truly,

EDWARD L. CLARK, *President.*

Senator MCCARRAN. The committee again expresses its gratitude to those who have come here.

The hearing is concluded at this time.

(Whereupon, at 4 p. m., the committee adjourned.)

Senator MCCARRAN. The following statements and telegrams have been received and will be placed in the record:

RENO, NEV., *February 3, 1944.*

D. F. STONE,
The Carroll Arms Hotel.

Dean Palmer, coordinator civil pilot training at University of Nevada favors extension and continuance of this program. In this I concur.

C. H. GORMAN, *Acting President.*

LOS ANGELES, CALIF., *February 3, 1944.*

D. F. STONE,
Care Mrs. Jack Nelson.
Civil Aeronautics Administration,
Department of Commerce, Washington, D. C.

If compatible with other major projects I strongly urge the continuance of civilian pilots training inaugurated October 1939.

R. B. VONKLINESMID,
President, University of Southern California.

SALT LAKE CITY, UTAH, *February 3, 1944.*

Hon. D. F. STONE,
Care of Jack Nelson.
Civil Aeronautics Administration,
Department of Commerce, Washington, D. C.

We greatly favor legislation continuing Civilian Pilot Training Act of 1939 or new legislation providing civilian pilot training in all qualified institutions.

LEROY E. COWLES,
President, University of Utah.

FEBRUARY 4, 1944.

My purpose here is to represent the contractors, the colleges, and the 175 instructors in the Minnesota area who are engaged in training Army and Navy flight personnel. It would seem to us a good thing to further training through passage of the Civilian Pilot Training Act, as the history of the act of 1939 has spoken so well for itself when the armed forces needed pilots so badly at the commencement of hostilities and before, they admittedly did not have them. A lot of thanks is due the planners of the civilian pilot training program for furnishing these men from their college flight training programs. From this nucleus of trained men, the Army drew many men with whom they could correlate flight training of their own and put them to useful pursuit.

Next, the civilian pilot training trained a large number of men to qualify for army flight instructors. Here again they were useful as the Army was in need of

Digitized by Google

such trained men. Men trained by civilian pilot training were then used to instruct in Army and Navy indoctrination courses which was a needed part of the military training program.

All the pilots for these duties, and many more now in active combat, got their training as a result of civilian pilot training.

If the war ended today, its use has been significant. But contrary to the rumors started that peace is near when training slows up, as is happening as a result of this, the civilian pilot training is still useful.

First of all, how can we forecast the fortunes of war with enough accuracy to say that we have enough trained men?

Quotas are set up to be met and a backlog in reserve is kept, but remember when we were at the brink of war there were too few pilots, but the training of pilots was accelerated by the initial training of civilian pilot training and if we are to enjoy the air supremacy which we do now this initial training should be part of the life of every qualified young man in war or peace, so that we may never be caught short again. Also, through civilian pilot training and War Training Service, there are now many thousand trained men who will furnished the nucleus of trained men so necessary for post-war aviation whose expansion will affect all of us. By not continuing training, these men already trained and ready to develop the post-war aviation plans of this country, will become divorced in the main from aviation and set the whole program backward.

Some type of flight training should be carried on in the colleges because we know they are permanent institutions for reserves of trained men in case of military reversals, for the carrying out of post-war aviation, and the development of air industry, which it will effect.

Discontinuation of this training now would directly effect the communities they are now located in. Much money is circulated in the communities where training is going on. Flight contractors' only reason for existence now, with other forms of aviation curtailed, is the training programs. The same with the colleges who give the Army personnel ground training. Closing of these institutions would put a burden on the community. Also, if the airports close, certainly that is a step back in future aviation planning.

Last, what about the flight instructors in this program? These men are all highly trained by public expense. They form a nucleus for post-war aviation, but now that their period of usefulness is supposedly over, their only recourse is to join the Army in a nonflying capacity, while those with much less experience, perhaps, are still receiving flight training (I refer to liaison, women's ferry command, A. T. C., etc.). Those who are combat age, and those who are not, are willing to go into active duty flying, but feel that it is a waste of public expenditures to go in as a foot soldier and discard all this flight experience. It is my sincere hope that now that we have this wealth of trained men, they can be kept active in furthering the war effort and in development of post-war aviation in a flying status by continuing the Civilian Pilot Training Act as proposed here today.

What I have said up to here is the message which the 175 flight instructors from Minnesota who have sent me here have said to urge the continuance of the act. But now I would like to ask a question concerning myself because my present status as a contributor to the war effort is very hazy in my mind and I am in the same position which the 175 men I represent are.

In March of 1942, there was an appeal made in the papers for all private pilots to come to the aid of their country. This appeal was made by the Army Air Forces. I had acquired a private pilot's license at my own expense and was filling an important job in a defense plant. I went and signed up in the Enlisted Reserves. The Army Air Forces thanked me profusely for volunteering and I anticipated being put into some form of combat flying directly in the Army Air Forces. However, I was told that the most important job I could do was to become an instructor and was accordingly sent through the courses of the Civil Aeronautics Administration War Training Service for conditioning me to become an instructor. All the while I had been in the Enlisted Reserve in the Army Air Forces, which of course required me to feed and clothe myself and which I have been having to do all along, feeling that I was doing an important job for the war having been told this by the Army Air Forces on the occasions that I have made inquiry as to my status as an Enlisted Reserve.

To date, I have given the first steps of training to over 100 men, the majority of whom are in their advanced stage of training and many of them are combat pilots now fighting in the skies of the far-flung theaters of war.

Digitized by Google

I have over 1,300 hours of experience in the air, acquired at my own and Government expense. No official information has been given me as to where I am going, or what I am going to do, or how I can continue to best serve my country. Based on the statement made by a major in the Army Air Forces in Fort Worth, Tex., on January 22, 1944, it would appear that I am "to be issued a monkey wrench." Any review of my experience would indicate that I am trained and successful as an instructor, whereas there is a substantial question as to my ability and/or training as a mechanic, and if the manpower situation is as the papers would lead us to believe, it would seem to me that a lot of additional expense to the Government could be saved by utilizing my capabilities, rather than putting me in a new field of endeavor and teaching me all over again, especially in view of the fact that the papers say that the airplane is probably the one weapon which will save millions of lives of the infantrymen when they swarm across the English Channel.

The magazines and even the funny papers are now carrying display ads imploring young men to join up as Enlisted Reservists in the Army Air Forces, just as they advertised for me over 2 years ago. This would indicate that there are many more people to be trained for the Army Air Forces and there probably are several thousand pilots in the country in exactly the same status that I am in, and I find it difficult to reconcile the present advertising campaign for new Enlisted Reservists when we have thousands of Enlisted Reserve pilots who are already trained, willing and anxious to perform any aerial mission that will be permitted to us, knowing that we are competent to do so, based on the women pilots and many other military pilots who are towing targets and ferrying ships and doing other miscellaneous piloting jobs and landing on our fields as part of their missions.

Mr. McCarran, what are we to do?

GRIFFIN, GA., *February 3, 1944.*

Senator MCCARRAN,
Senate Office Building, Washington, D. C.:

We wish you success in your plan to continue Civilian Pilot Training program. We have 21 of the 5,000 unemployed flight instructors here in Griffin. The Army has not told us our status. We are on nonactive duty in the Air Corps Enlisted Reserve. We are not permitted to go in the Air Transport Command or the Ferrying Command even though vacancies exist. Army primary civilian instructors have been given preference. Yet many of us were engaged in civilian pilot training before the war. Many of us have a wife and children to support. Army primary schools cannot hire us. Air lines cannot hire us and we are not allowed to take jobs in defense plants. Many of us have 2,000 and 3,000 hours of flying time which represents many years of experience and a great deal of money spent in training. Yet women are being trained to do ferrying work who have as little as 35 hours of flying time. We are undoubtedly as capable for this type of work ourselves. Victory has not yet been won and we feel that among 5,000 experienced flight instructors there must be a further opportunity for us to help win it. Thank you again for your excellent support.

Ray Bailey, Jamee Broody, Frank Campbell, Kenwood S. Carter, Byron Chapman, Foster Cochran, Charles Fields, Leslie P. Francis, James Fortune, Calvin Hardy, Reg. Heinshaw, James W. Holton, Charles T. Jervis, Jr., Vernon Lash, Henry W. Lesie, William E. Mekeel, Jr., Edward Padlo, Francis X. Petillo, Thomas Shoemate, Thomas Taylor, H. L. C. Whitley.

THE SPERRY CORPORATION,
New York, February 3, 1944.

Hon. PAT MCCARRAN,
United States Senate, Washington, D. C.

DEAR SENATOR MCCARRAN: The Utah State Aeronautics Commission, headed by Mr. John S. Evans, has requested me to support in every way possible Senate bill 1432.

As you know, I testified before your committee yesterday on behalf of this bill.

Digitized by Google

I am enclosing Mr. Evans' telegram to me in the hope that you will have it placed in the record of the hearings.

Sincerely yours,

ROBERT H. HINCKLEY.

SALT LAKE CITY, UTAH,
February 1, 1944.

ROBERT H. HINCKLEY:

Senator McCarran is conducting hearings February 2 on Senate bill 1482; extending Civilian Pilot Training Act. Your support respectfully requested.

UTAH STATE AERONAUTICS COMMISSION,
JOHN S. EVANS, *Chairman.*

×

Digitized by Google

Digitized by Google

Digitized by Google

DATE DUE

STANFORD UNIVERSITY LIBRARIES
STANFORD, CALIFORNIA 94305-6004

GAYLORD

Digitized by Google

Digitized by Google